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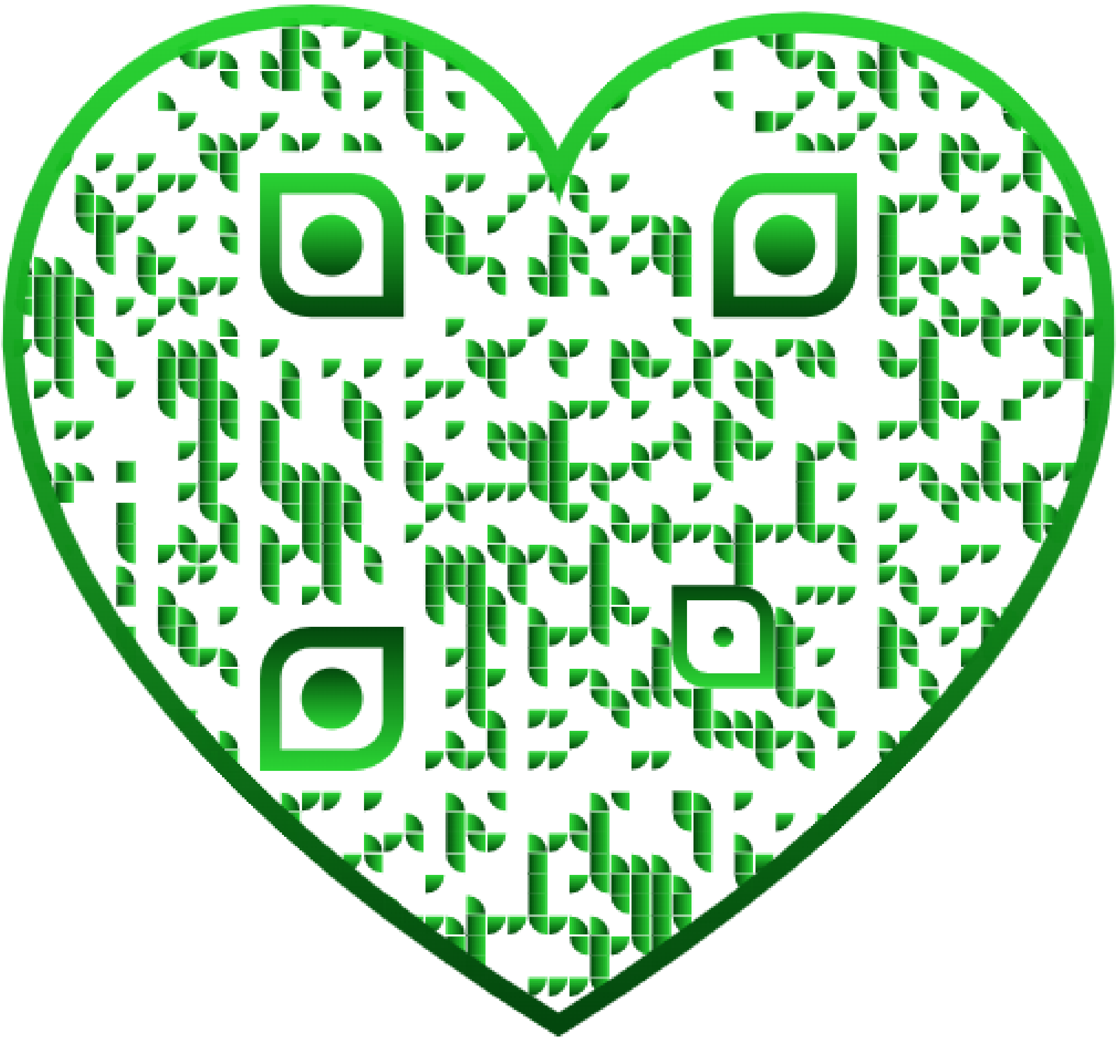

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Welcome

December 2025 *Issue 629*

Britain's once most prestigious car struggled to escape banger status longer than more humble designs. A victim of inverted snobbery or other forces at work?

Imagine a Britain long, long ago when the go-to reward for your new-found achievements, or a nice big pools win, was not a large saloon or rear-engined sports car from the now inevitable Germany, or a boisterous supercar from somewhere else on the Continent. It was a Rolls-Royce, specifically a Silver Shadow. Business owners, comedians, actors, rock stars, even those of the landed gentry who weren't put off the manufacturer's new-found popular appeal, scooped them up in numbers previously unheard of.

But times and fashions change – the Shadow would become emblematic of flaunted success, enough so to attract jealous vandalism, and other makes – not necessarily obvious rivals – stepped forward. What followed were the wilderness years for those once-proud bearers of the Flying Lady, secondhand Shadows being scooped up by dreamers able to just about muster deceptively low asking prices but unable to fund proper upkeep. And so the downward spiral continued until they slipped into the ignominious state of being worth more in bits than as a going concern.

While most prestigious saloon face the same fate, somehow the Shadow had a greater struggle dragging itself out of luxobanger status into classic appreciation. Witness how the 'poor man's Rolls-Royce' Rover P5B Coupé long ago eclipsed Shadow values. It's tempting to blame all those filler-laden wedding-white fleets that soldiered on for decades, pushing fond memories of their glorious heyday to the back of our minds.

But here we are, 60 years after the first Rolls-Royce boldly appeared without a separate chassis, celebrating this deservedly iconic piece of automotive design. It's a car that symbolises both the best of Britain's old establishment values and the plucky, creative, inventive spirit of the new breed of people stepping up to a Rolls for the first time.

I hope you enjoy our package of features exploring the Silver Shadow's special place in automotive design and British culture. History would have been depressingly austere without it.

Phil Bell, Group Editor

It was not unusual for celebrities to choose a Silver Shadow, or Drophead Coupé derivative

Trinity Mirror/Mirrorpix/Alamy

Cars in this issue

103 Bentley Continental S2
88 BMW 8 Series
98 Chrysler Imperial E80
58 Ferrari Testarossa Speciale
104 Fiat 125 Samantha
80 Hillman Avenger Tiger
95 Jaguar E-type 3.8 FHC
107 Jaguar XJ6 4.2 S3
97 Maserati Ghibli Cup
42 Rolls-Royce Silver Shadow
6 Talbot Sunbeam Lotus
68 TVR Sagaris
108 Vauxhall Astra GTE 16v

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P52 Shadowing the stars: how a Rolls-Royce was fashionable in the Sixties

SHADOW AT 60

P42 Celebrating six decades of the model that changed Rolls-Royce and the luxury car

P80 Been there, done it… The multi-faceted life of a Hillman Avenger

P58 Speciale effect: one owner's vision of a perfect Testarossa driven

BMW's Nineties flagship offers great value in 2025 **P88**

Contents

December 2025 *Issue 629*

The month in cars

24 Concours of Elegance British automotive history showcased at Hampton Court Palace

28 Salon Privé Pebble Beach veterans brought ever-more glamour to Oxfordshire

30 October-January highlights The cold is no excuse to not enjoy your classic car…

32 Barn Finds **Elva Courier** reunited with first owner; British classics; one-family **Lotus**

36 Next Month **Ford Sierra RS Cosworth** at 40, **Porsche 911SC** reader drive, epic restoration of an **Land Rover 90**, **Mitsubishi 3000GT** driven, and the life story of a **VW Karmann Ghia**

37 Letters Online auction dangers, track-inspired open-top **Ferraris** and a recognisable **911**

39 Quentin Willson The market is in the best place it's ever been, awash with well-restored value

41 Alex Riley reckons that if you're buying a classic, a test drive is essential but it can also confuse…

76 Archive Feature The 1979 Tokyo motor show presented us with the future of motoring

146 50 Years Ago Today In 1975, *CAR* reassessed the cheaper end of the car market with fresh eyes

> 'Time may prove that this Ferrari was very well bought'

Quentin Willson p14

Owning

68 COVER Epic Restoration A **TVR Sagaris** prototype was thought to be long lost until one intrepid buyer tracked it down online. But was it too badly thrashed to save?

80 COVER Life Cycle Dealer demonstrator, caravan hauler, rally and racing car, restoration project, trans-European adventurer, and trialler… one **Hillman Avenger Tiger** has done it all

95 Our Cars Phil seals the deal on his **Jaguar E-type** fuel leak (p95); Nathan's **Maserati Ghibli Cup** meets an extreme relative (p97); and Stewart's **Chrysler Imperial** project moves on (p98)

Finally in the Lotus position; a reader drives rally Sunbeam **P6**

Driving

6 COVER The List A *Classic Cars* reader has lusted after the Talbot Sunbeam Lotus since he was a teenager, so will driving the rally-bred hero prove as scintillating as he'd always hoped?

42 COVER Rolls-Royce Silver Shadow at 60 The Silver Shadow changed Rolls-Royce, as well as the concept of luxury cars forever. We reflect on its impact, driving one impeccable example

58 COVER Tailor-Made Testarossa One man's dream of creating his own bespoke Nineties **Ferrari Testarossa** took over ten years of effort from the very best in the business. We drive it

Buying

14 Quentin Willson Was a recent Ferrari 308 Vetroresina a bargain or a sign of changing tastes?

16 Chasing Cars Key event-based sales struggle to shift even well-storied racers

20 Market News Inventory of modern supercars to be offered at RM Sotheby's Zurich sale

56 Rolls-Royce Silver Shadow at 60 Steve Drewitt started restoring Rolls-Royces in the Seventies, and remembers the Shadow's darkest days – and its route out of the doldrums

88 COVER Buying Guide The **BMW 8 Series** has supercar pace, but is complex so buy carefully

93 Books & Models **Trans-Am** Challengers, **Jaguar** XJs, and a 1:18-scale **BMW Z1**

103 Ads on Test Classics road tested: this month we try a **Bentley S2 Continental** (p103), **Fiat 125 Samantha** (p104), **Jaguar XJ6 4.2 S3** (p107), and a **Vauxhall Astra GTE 16v** (p108)

Contact us *See page 37*

P68 This TVR Sagaris prototype had been shot at and was in boxes – how did it get saved?

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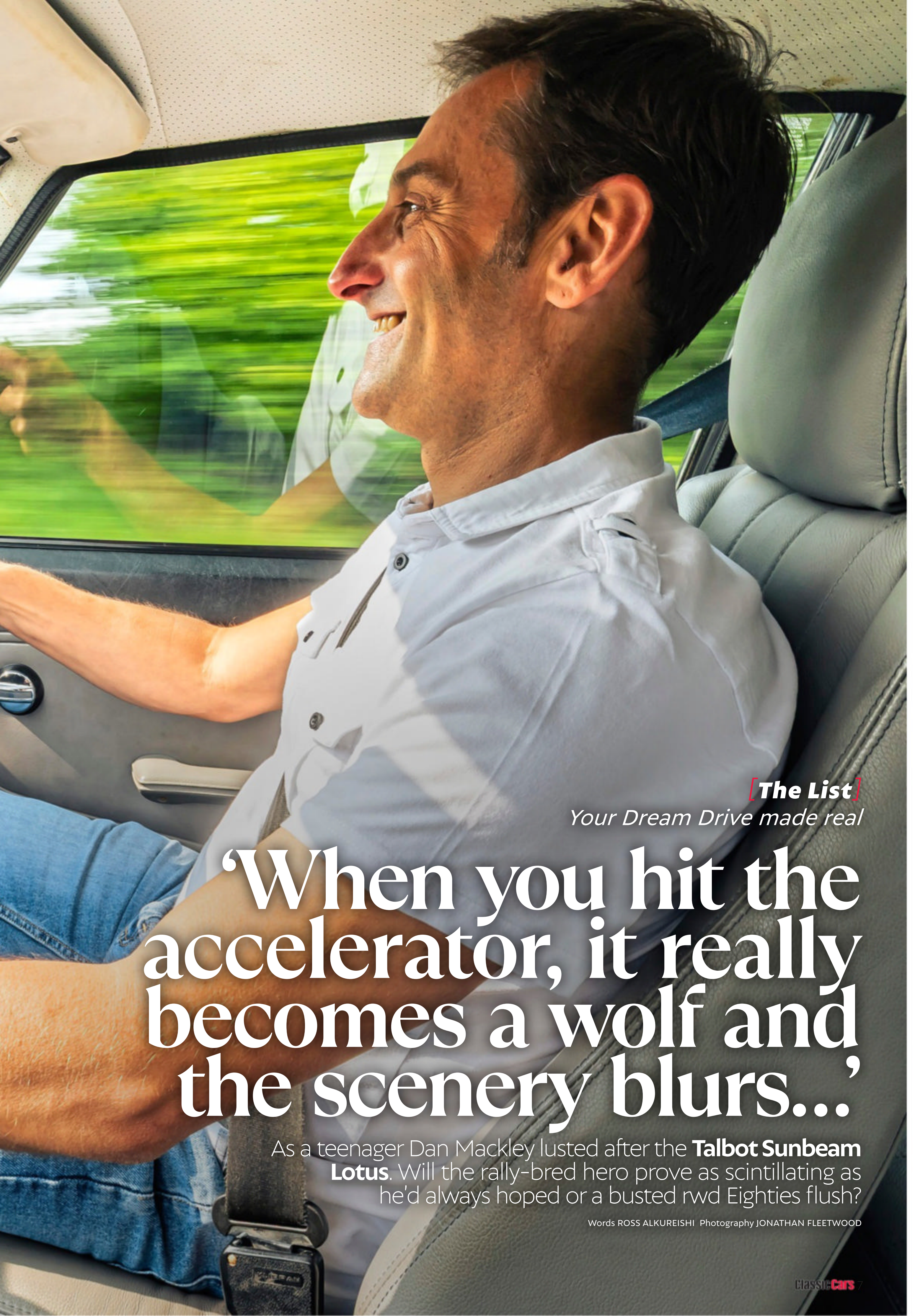
see page 34



[The List]

Your Dream Drive made real

‘When you hit the accelerator, it really becomes a wolf and the scenery blurs…’

As a teenager Dan Mackley lusted after the **Talbot Sunbeam Lotus**. Will the rally-bred hero prove as scintillating as he’d always hoped or a busted rwd Eighties flush?

Words ROSS ALKUREISHI Photography JONATHAN FLEETWOOD

Parked up at the crack of dawn on a Saturday in Burrington Combe, near Cheddar Gorge in the Mendip Hills, owner Ben Perry's Talbot Sunbeam Lotus looks magnificent. Up above, on a rocky outcrop, the wise-looking leader of a tribe of goats peers down, seemingly giving his own nod of appreciation. To that we can add Sunbeam fan and ex-TI owner, Dan Mackley's own exhortations. 'Perfect – absolutely perfect. Classic black and silver with rally spotlights and front wheels cocked at an angle, it looks ready for business.'

Back in period, that business would have been carried out in British forests, Corsican mountains and on Scandinavian gravel. It's this homologation special's reason to exist – just 2308 were built in Series 1 and 2 forms – and why it's on Dan's own List. 'My dad used to drag me out very early in the morning to the Welsh forests. In British rally circles everyone loved the Ford Escorts, but for me, the Vauxhall Chevette HSR with Russell Brookes at the wheel, and this with Henry Toivonen were *the* cars...'

Toivonen would pilot 'works' Sunbeam Lotus KKV 444V to a scintillating win on the 1980 Lombard RAC Rally, breaking Ford's stranglehold on the event and writing himself into the record books as the youngest winner of a WRC round. 'It still casts a spell and is one reason I went on to own a Talbot Sunbeam TI. It was a nice example but had been messed around with. Low and firm, it had Supaslot alloys and a quick-shift gearbox; it handled beautifully and went really well. However, the Lotus was the one I wanted. I was 19 years old and on a YTS, doing odd jobs to pay for insurance and petrol, so realistically...'

Cue life, a return to college, then university. 'I sold the TI and bought a Vespa to buzz around on to save money. One icy morning I slid past a secondhand dealership and thought I better get back in a car, so bought a cheap Mini.' That led directly into Dan's late twenties, followed by a decade or two, the Lotus becoming the one that got away – until now, that is.

'There's just something about the shape of the back and the novelty of the long glass apron; I always remember it looked unusual, yet appealing,' he says, circumnavigating the car. 'While at the front, it's low and squat – I love those original headlights. The compact dimensions lend it the hatchback form, although its rear-wheel drive would very quickly go out of fashion. It's a

DAN MACKLEY'S TOP TEN

Ford GT40
'Awe-inspiring and Le Mans winning – it was one of my first toy cars. Love the shape, power and idea behind the name.'

Lancia Stratos
'I saw one at the first rally I went to, an incredible-looking car.'

Talbot Sunbeam Lotus
'Gained a love for it during its rally days, then learned it was also a road car!'

Sunbeam Tiger
'I saw one at a car show and loved the combination of classic British sports car shape, and the sound and power of a V8.'

Ferrari 308
'For me, the best-looking Ferrari – it's neat and perfect.'

Saab 99 Turbo
'My dad had a two-door 99GLS as the family car for a while and we always looked at the Turbo version as the one to own.'

Lotus Elite
'The perfect combination of looks and performance.'

Singer Le Mans
'Read a book in which an RAF pilot owned a Singer; did some research to make sure it wasn't a sewing machine. It has great pre-war classic looks.'

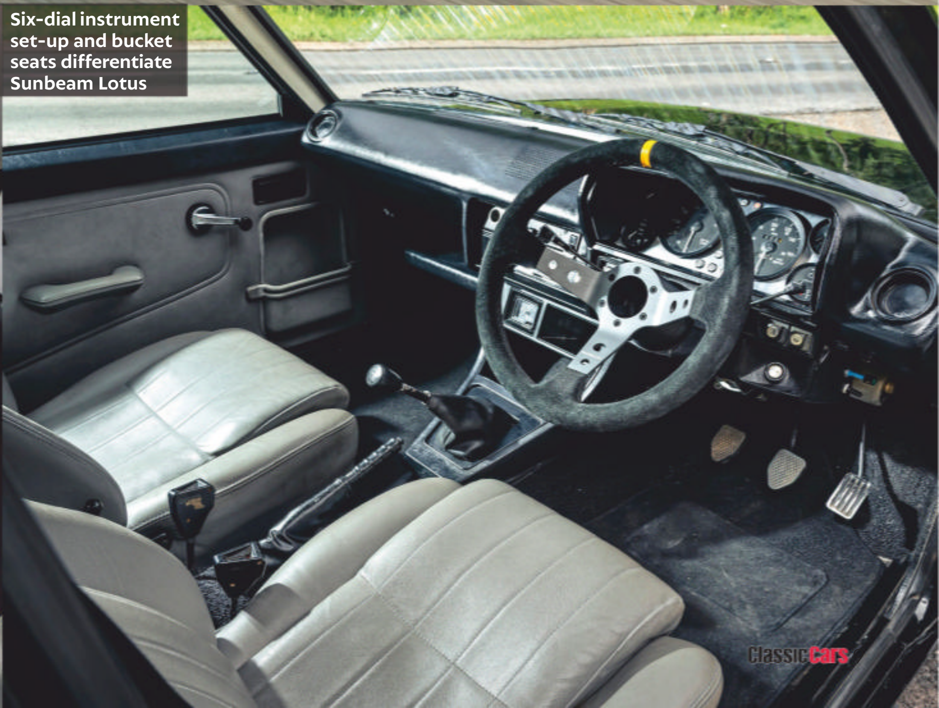
MG K-type Magnette
'I've always liked MGBs, but when I took an interest in the pre-war cars, I found out about the true MG pedigree and learned about these incredible racing cars made for the track.'

Jaguar E-type
'Another toy that I owned and one of my longest-standing desires; that long bonnet, and the class it oozes, still appeals.'

Lotus Type 911 engine, along with tweaked suspension and exhaust system made Sunbeam a rally winner

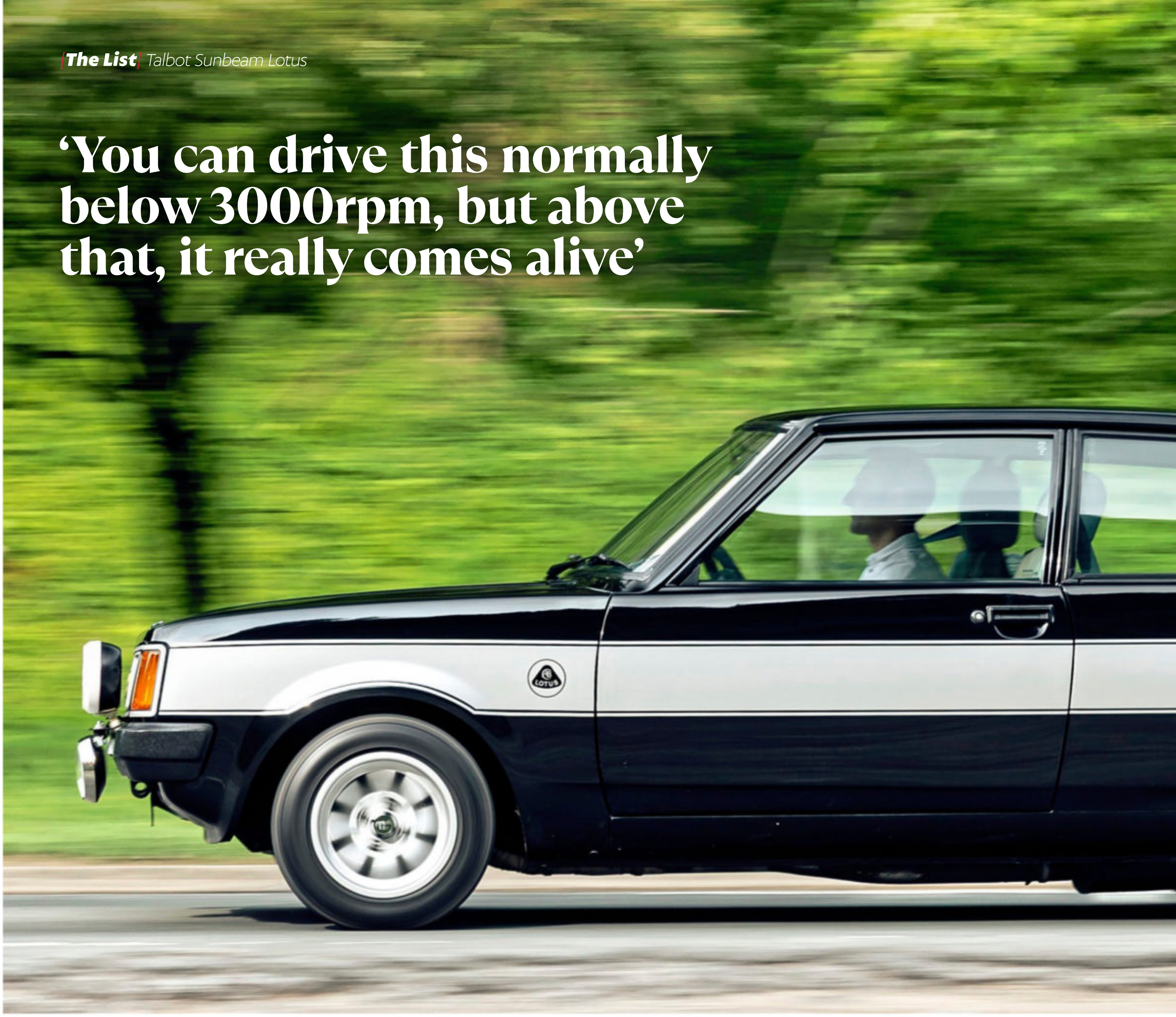
‘The throttle is super responsive, and you’re rewarded with some rapid acceleration’

Familiarity for Dan (seated) but ramped up to the rally-bred max



Six-dial instrument set-up and bucket seats differentiate Sunbeam Lotus

'You can drive this normally below 3000rpm, but above that, it really comes alive'



shape I know well – I had a Vauxhall Chevette as one of my first cars, but after a while I thought, "no, I really want a Sunbeam" – although I have noticed that this car is missing the Talbot Sunbeam Lotus-specific 13in alloy wheels.'

Ben explains this is because it now wears up-rated Wilwood front brake calipers, with the Compomotive 'Minilite' style alloys being the only 14in wheels that will clear them. It's one of a number of subtle upgrades he has carried out. 'I bought the car through the owners' club from a chap in Inverurie – a thousand-mile round trip. The bodywork had been restored. Mechanically, it was a little tired. I had the engine rebuilt – using forged pistons and with considerable cylinder head work – by Amazon Racing Engines. There's an ATB limited-slip differential to the rear axle.'

Now kicking out around 210bhp, marginally closer to the rally version's 250bhp than the standard road car's 150, Ben explains the limited-slip differential, 'helps to keep things in check'. Given that, the brake work is wise, adding extra stopping oomph to the original disc/drum set-up. Suspension and gearbox remain standard with Bilstein and ZF set-ups respectively.

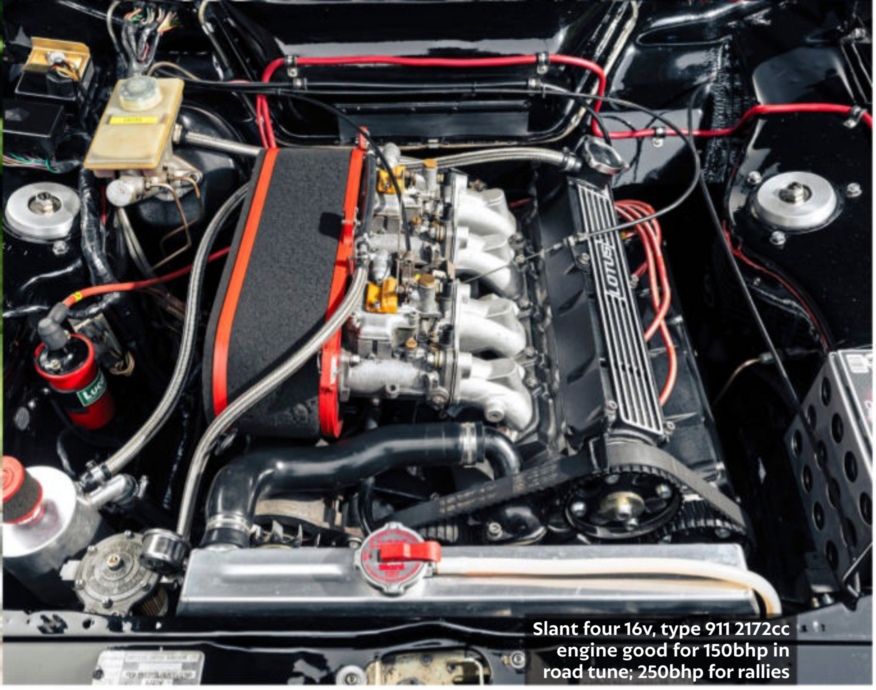
Spec checks all complete, Dan makes himself comfortable. 'It's instantly familiar. The seating position is great. It's an empty space in here, save for the transmission tunnel, so the old-school bucket seat sits low and doesn't have a high lift under your knees, which means you can put your legs out straight,' he notices. 'The alignment of the cockpit is nice, too. I always loved it. You don't need to wriggle to find anything; you're the perfect distance from the steering wheel and legs, ideal for the pedals, while the gearstick falls directly to hand.

'Visibility is excellent. It's a little cabin with a lot of glass. In terms of finish, prior to today, this is the area of the car I knew least about. Although the seats and six-dial dash are sportier, it's still very Sunbeam rather than Lotus, but I love the nostalgia and familiarity. Those dash air vents look very wee and cute, and the carpet has that open, chunky weave Eighties cars had.'

He fires up the slant four engine and the twin downdraught Dell'Orto 45 carburettors erupt with gruff, breathy Italian brio. A couple of throttle blips see cheeky tailpipe barks added to the aural equation. 'It doesn't sound like my old TI,' chuckles Dan. Our exit is momentarily delayed by two cars attempting to join us on the makeshift parking area. We wonder if they're stopping to look at the Lotus, but elevated nostrils and vertically pointing fingers have them down as goat-spotters.

Dan engages first gear and we're off. Or we are, at least, until he shifts the ZF 'box from first immediately up into fourth and matters slow down somewhat. 'I'll try that again,' he says, sheepishly, finding second. 'Anyone who has ever considered a Sunbeam Lotus is, as I am, aware of the five-speed gearbox with first gear being bottom left with a dog-leg up to second. I think it was on my mind, especially with Ben here with us, that selecting reverse might be a rookie error and I overcompensated.'

Big power turned compact Sunbeam into a sideways-sliding giant-killer



Slant four 16v, type 911 2172cc engine good for 150bhp in road tune; 250bhp for rallies

Once he's familiarised himself with the gearbox, Dan turns his attention to the available power. 'Oh, you can tell this is a rally developed car; notchy into gear, everything is instant, clutch out and it just… wants… to… go… The throttle is super responsive, you're rewarded with rapid acceleration, and there's that distinct soundtrack. It snarls at higher revs and snorts when made to toe the line. I could get used to it; I can sense the hairs on my arm standing up when the acceleration kicks in.'

We blast southeast towards Chewton Mendip and join the A39, before kicking back towards Cheddar Gorge itself. Dan and Lotus are in full flow now. 'Initially, as with the gearbox, the clutch needed a little bit of settling into, to work out the biting point,' he says, downshifting seamlessly. 'The Lotus unit is a beast of an engine and really wants to run at decent revs; there's an unsettled range between 2000 and 3000rpm, where it gets a bit lumpy, but above that it soars. Experiencing second to third gear shifting, it makes a beautiful sound. Despite the Lotus connection it's still a discreet-looking car, almost sheepishly so, but when you hit the pedal, it becomes a wolf and the scenery blurs.'

1979 Talbot Sunbeam Lotus

Engine All-alloy, 2172cc inline slant four, dohc, 16v, two Dell'Orto DHLA 45E twin-choke carburettors **Power and torque** 150bhp@5600rpm; 150lb ft@4800rpm **Transmission** ZF five-speed manual, rear wheel drive **Brakes** Front: discs. Rear: drums. Servo-assisted **Suspension** Front: independent; MacPherson struts, coil springs, telescopic dampers, anti-roll bar. Rear: live axle, trailing arms, coil springs, telescopic dampers **Steering** Rack and pinion **Weight** 2116lb (960kg) **Performance** Top speed: 121mph; 0-60mph: 7.8sec **Fuel consumption** 21.8mpg **Cost new** £6995 ***Classic Cars* Price Guide** £15,000-£47,500

That mid-range power delivery came in for serious praise in period, with *Motor* stating, 'The Sunbeam exhibits the sort of flexibility that not only puts it at the top of its class but elevates it to the realm of the supercar.' Up to 80mph, the magazine stated that the Sunbeam closely matched the performance of a Porsche 911SC, and even bested it in the 30-50mph and 40-60mph increments. The stiff action of the ZF gearbox came in for criticism, though. What does Dan think? 'It requires a heavy hand but it's actually very good and for a rally car, the second to third shift has great logic, but it'd take a while to forget years of first gear being top-left.'

Our descent into Cheddar Gorge is a twisty, deliciously tortuous delight. Despite the early hour, there are plenty of parked cars, their owners' necks craning as we pootle past on a trailing throttle. With the windows cracked, and the Sunbeam's cries reverberating around us, you'd think by our grins that we're in Cheshire, not Somerset.

'It's a stiff, firm ride but the steering is good and it's supremely responsive into corners,' says Dan. 'I'd love to have the car for a week at a track, or a hillclimb to see just how good it is. Perhaps a bit

SUNBEAM
EFG 990V

of rain or overconfidence would see some tail-happy excitement but on these dry roads, it puts the power down beautifully. It handles exactly as you'd expect a world rally champion to.'

Ah, yes – champion indeed. After Toivonen's record-breaking exploits, seven further podium finishes saw Talbot take the 1981 Manufacturers' title. Lotus, under managing director Mike Kimberley, had taken the Sunbeam and created a pugnacious little terrier of a car. Alas, the arrival of Audi's all-conquering Quattro and Group B regulations would put the Sunbeam Lotus and its ilk – save for Lancia's rwd 037 – out to pasture.

In next to no time, we find ourselves parked up, ready for our final analysis. 'Some cars feel like an animal, but you can drive this normally below 3000rpm; it may not like it, but it'll do it. Above that, it comes alive. I knew the basic specification of this car, so I was thinking it would handle well, sound great and have the performance expected from a 2.2-litre engine in a compact hatchback. With handling, all the weight feels in the right place. It doesn't handle like an old car. That has been the biggest surprise; Lotus did an incredible job with its starting point.'

We're interrupted by a breathless 40-something man running up the hill towards us. Another goat-admirer? 'I saw you go past. My friend is from New Zealand and I explained how special this car is. I just had to see it.' We discuss the car animatedly. Goodbyes follow, as does a cyclist who stops mid-climb to admire and discuss the car. Ben's chuffed. So is Dan – you'd think he owned it. I turn upwards and doff an imaginary cap to the tribal elder on the cliff: you're not the only attraction today.

So, after his drive, does it remain on Dan's List? 'For sure. There isn't anything about driving the Lotus that makes me not want to buy one. I'm glad getting to try it has been a thrill and not a disappointment – it's a terrific car.' At this point, Ben chimes in. 'One more loop?' 'It'd be rude not to,' comes the reply.

***Thanks to:** the Sunbeam Lotus Owners' Club (sunbeamlotus.com) and Talbot Sunbeam Lotus owner Ben Perry.*

[*Want a Drive?*]

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NEXT MONTH: PORSCHE 911SC

DAN MACKLEY'S CAR CV

1972 HILLMAN IMP
'Bought in preparation for turning 17. I did love it but felt a Mini would have been better.'

WS143
WS143

1970 MINI RACE CAR
'A friend introduced me to grass track racing. I painted it purple to recreate my "Vita Min" toy.'

1980 SUNBEAM TALBOT TI
'Followed a Vauxhall Chevette and Morris Marina. Always dreamed of the Lotus version.'

1982 SAAB 99GLS
'I've owned a Saab 900GLS, a 99, a 900i, a 900E and a 96, and my dad's 99GLS – the family car.'

1968 LAND ROVER SERIES 2A
'I bought this from my dad's pal. I loved it. It replaced the 1275cc Mini I eventually did get.'

1962 COMMER COB VAN
'My dad's pride and joy. Inherited when he passed away. Still in my garage as a classic.'

HISTORICS
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1934 Bentley 3½ Litre All-Weather Tourer by Barker
Sold at The Brooklands Velocity for £97,240

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Three bargains, three meanings

Was this Ferrari 308GTB Vetroresina a bargain or a sign of changing tastes?

Early glassfibre Ferrari 308GTBs have always been hot. Made for two years, before Scaglietti switched production to steel, only 712 'Vetroresinas' were built, with just 154 destined for the UK. Weighing 330lb less than metal GTBs, you can feel a lightness and alacrity in the Vetro's responses and Ferrari enthusiasts have always praised a special dynamic edge. In the heady post-covid boom days GRP GTBs would regularly hit $200,000, and in 2022 RM Sotheby's sold a restored 1976 example for $313,000. Which is why I think the £73,135 paid for a very original low-mileage and historied example at Hampsons' sale at Oulton Park in July was an extremely inspired buy.

Leicester-registered TUT 209R was in its rare and original factory Argento Auteuil silver, wore a warranted 46,000 miles, was just out of 30-year ownership, had its original service books, a 'full instructive paperwork archive' plus recent bills for £8000. This was the Vetro GTB to have, with the last owner spending that £8000 on rebuilding the suspension, a cambelt change plus a new undertray. At the same time the chassis was checked for rust and Waxoyl treated. However, following its subsequent MoT pass in 2022 it hasn't been retested. Certainly no worn-out project, this was a carefully curated, low-mileage survivor out of a long and sympathetic ownership. And to put that £73,135 price into context, in August 2023 RM Sotheby's in Monterey sold a barn-find 1976 Vetroresina, needing full restoration and with frontal accident damage, for $78,400.

But this wasn't TUT's first auction appearance. It had been a no-sale at Hampsons previously in July and November last year with estimates ranging between £90k and £110k. This time the seller wisely read the room and reduced the reserve price. At this point I'd normally lecture you about this Ferrari finding its natural price level and that seventy-three grand is about the right money. But I'm not so sure anymore. This August's Monterey auction jamboree saw values of very rare Ferraris rise sharply, and TUT's limited 154-unit production run makes it pretty desirable.

Time may prove that this Ferrari 308GTB was very well bought indeed.

> 'After previous no-sales, this time the seller wisely read the room and reduced the reserve'

Another cheap Tiger supports a market turning down

I know I often say this, but if I'd known H&H's 1965 Tiger would sell for £25,312, I'd be burbling around Warwickshire in it. Knocked down at its Buxton sale in July, this rare MkI with its stock 260ci (4267cc) engine looked like it needed nothing. In Midnight Blue with nicely retrimmed black interior, hard and soft top, Minilites, straight body, good panel gaps and tidy boot and engine compartment, much money and care had clearly been lavished. And with an HRO FE chassis number, this was a genuine rhd, British-built example with a Sunbeam Tiger Owners Club authentication certificate. The seller had owned EDV 33C for five years and the one before him 25, plus there was a history file.

Too many Tigers are worn-out US imports or overly modified. This one looked bone stock – barring the 14in rims – and ready to rumble. I know Tigers have retreated from their UK highs of £50k-£60k, and in February Iconic sold a nice no-reserve 1965 for £20k, surprising everyone – so maybe they're finding a new price level.

If you've never driven one, you really should. An angry bundle of noisy misbehaviour, it has Cobra V8 power, huge torque, wheelspin in every gear in the wet, wonderfully tail-happy handling and a glorious thumping soundtrack. This was, after all, another Carroll Shelby confection. Morgan Plus 8s, MGB V8s, RV8s and Daimler Darts are other trad British V8s that have already come down to £25k and below, so let's hope Tigers are becoming similarly affordable. For enthusiasts like me who have always had a soft spot for the bad boy Sunbeam, that's great news.

MORE QUENTIN WILLSON P39

This bargain BMW E30 really bucked the trend

While swooning in the summer heatwave, we missed a BMW E30 bargain. SWVA's 1989 Alpine White 325i Touring, sold in Poole in July, had everything going for it and, given recent results, sensibly estimated at £8k-£10k. The hammer fell at £5850. This very original example, just out of 23 years' family ownership, had a warranted 38,000 miles, the original BMW service book complete with 13 stamps – the last in 2020 at 37,000 miles – reams of bills and old MoTs, plus factory BBS alloys, original Blaupunkt music, a recent respray and cambelt change. F447 HMW needed just a good detailing plus a new driver's seat base cover.

This combination of warranted low mileage, condition and provenance for this money is unprecedented. And this isn't because buyers prefer the saloons and convertibles. Our Smart Buys tracker over the past 15 years has shown consistently stellar gains for the E30 Touring because of its rarity and caring ownership profile. Mint survivors like this are getting rarer and I would have thought someone would have paid a hefty premium to own such an exalted example. Summer holidays must have distracted bidders.

For context, a private seller in Bedford is advertising a 1990 325i manual Touring with 75,000 miles for £22,000, and a Dutch dealer is punting a '90 325iX Touring with 141,000km for £16,200. While both prices are optimistic, they make SWVA's example – even needing a refresh – sound amazingly reasonable.

Moral of story: summer holidays are great times to bag classic auction bargains.

ASK QUENTIN

Not sure whether now's the right time to buy, sell or hang onto that classic?

Email *classic.cars@bauermedia.co.uk* with **'Ask Quentin'** in the subject line.

Fiat 124 vs Mazda MX-5

Further to your previous advice and recommendations, we are now in a position to buy a summer car. A post-2016 Fiat 124 spider and Mazda MX-5 are high on the list. The Fiat appears to have a good spec with leather etc on the Lusso. Comparing the Fiat 124 1.4 turbo against the Mazda MX-5 1.5 naturally aspirated, which would be the better buy?

Malc and Marilyn Seddon

I'd go for the Fiat 124 because it's much more unusual than the MX-5 and has an old-school canvas roof. Make sure you get a Lusso with manual gearbox and you could think about a boot rack for long distances with luggage. I think the 124 is a reliable, easy-to-live-with neo-classic. Enjoy.

Quentin Willson

CLS shooting-brake or L405 Range Rover?

In May 2024 I replaced my very reliable L320 Range Rover Sport with a 2016 one-owner Mercedes CLS220 shooting-brake with full Mercedes-Benz service history. It is a striking car and I couldn't stop looking at it. The drive was lovely, with enough shove for me and tech for El Presidentè sat in the passenger seat. Our two dogs fitted in nicely and life was good. But frankly, I'm bored, and just can't stop looking at used L405 Range Rovers. I wanted one years ago, but the salary of the day and running costs didn't agree. I've read the stories about the 3.0-litre engine crankshaft snaps but I think a 4.4 V8 would be wonderful, not having owned a V8 at all – I don't do much mileage anymore. My wife's just giving me the roll of the eyes! I'm looking at £12-£13k, hoping that the CLS will provide much of that. Am I mad?

Stephen & Cherry Priestley-Dean

I've had several L405 Rangies and had no serious problems. But others haven't been so lucky. Avoid the V6 and go for a post-2015 4.4 TDV8 in Autobiography spec with the lowest mileage you can find. The issues with the L405 are often caused by ridiculously long factory oil service intervals, which is why we see worn turbos, crankshaft wear and piston problems. If you can find a decent low-miler with total history and change the engine oil every 5000 miles and gearbox oil every 20,000, it should be OK. A non-Land Rover engine rebuild will be at least £5k and the same again for the gearbox. Choose carefully.

Quentin Willson

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see page 34

Nigel Boothman's market analysis

Racers: not enough competition

Recent key event-based sales struggle to shift even the most well-storied racers

The two most significant auction sales of competition cars held in the UK this season ended with mixed success. Iconic Auctioneers included 41 competition cars among its sales at the Silverstone Festival in late August, shifting 20 of them, while Bonhams sold 15 of the 25 competition cars in its Goodwood Revival sale on 13 October. Picking patterns proves challenging, but a few features emerge.

First, despite the immense cost of preparation and upkeep that most competition cars demand, they can often be acquired for less than good roadgoing equivalents. Take the 1964 Mini Cooper S adapted for the 2009 St Mary's Trophy at Goodwood driven by Indy 500 winner Bobby Rahal – Iconic sold it for £26,438, £5000 below our price guide figure for a mint 1071S.

Second, rarities and one-offs are easier to re-home in lower price brackets. Bonhams couldn't shift its 1966 Costin-Nathan GT at £140k-£180k, but Iconic sold a 1961 Deep Sanderson 301 at £37,125 and got £26,166 for a unique Can-Am Brahma B2.

Third, consistency with the non-competition market is absent. Iconic offered two ex-BTCC Sierra Cosworths; one sold post-sale, presumably below estimate; the other failed, despite collector fervour. A Healey Elliott with period race history beat its £60k-£80k estimate to sell with Bonhams for £201,250.

A run of recent results have seen classics like this racing 1964 Mini Cooper S sell for less than their roadgoing counterparts

Market indicators *A sporting or vintage classic? British and German bargains, and a van that's worth more than a Porsche!*

1975 Triumph Dolomite Sprint, £5220

Manor Park Classics, Runcorn, 6 September

Imagine the horrible Escort MkII you'd find for this money, or the low-spec, rust-fringed Capri. Yet here's a car that was better equipped than either, more technically interesting and a good deal quicker than any Escort short of an RS2000, or any Capri without a V6. This looked well-bought, then, but you'd have to enjoy it for what it is – if Dolomites were going to take off like old Fords, it would have happened by now.

1977 Porsche 2.7-litre Targa, £19,750

Bonhams, Beaulieu Autojumble, 6 September

What's going on here? A three-owner right-hand-drive car, nice and original bar an engine rebuild by a specialist in 2010 to negate its 150k – it should be twice as much. This felt like an echo of 25 years ago, when 2.7-litre Targas in Seventies hues were poison and got stuck at £10k, but at least this was manual and not Sportomatic. A rare blip, or a sign that classic Porsches are finally being treated with discernment?

1970 Aston Martin DBS6, £46,980

Anglia Car Auctions, 30 August

If the classic Porsche market is calming down (see left), reports of the slump in Aston values might be premature. That's the indication with this result, for a barn-fresh DBS6 that hadn't run in 35 years and could swallow the same again before it's back on the road. You can buy a runner for this money so the estimate of £20k-£25k seemed fair. The magic of Silver Birch paint and a manual gearbox, perhaps.

Is £750,000 a bargain for a Mercedes-Benz 300SL?

This 1962 Mercedes-Benz 300SL Roadster sold for £745,312 at H&H's Kelham Hall sale near Newark, on 10 September. While this figure is the second-lowest of any of the 31 examples sold at auction in the past year, it was at the top of the £650k-£750k estimate. As a late example, this car started life with an alloy engine block and four-wheel disc brakes but has lost its original engine. Other numbers on major components are all reported to be original to the car.

Other factors kept the value down. Following a conversion to historic rally specification in 2003, the bumpers are no longer with the car while the interior has a new central gauge panel and tripmeters in the glovebox. The car also left Sindelfingen in Horizon Blue. With a good maintenance record and plenty of use, the calculation was simple – can it be converted to original appearance for less than the difference in price to a standard car costing around £1m?

Treat on a Budget – 1999 Fiat Coupé, £3240

This caught our eye even before the Anglia Car Auctions 31 August sale, thanks to a modest estimate of £2500-£3500, which turned out to be accurate. Why aren't these more valuable? The handling is a treat – they steer even better than the rival Alfa Romeo GTV 916 series – and in five-cylinder, 20v form like this they go well and sound exciting. What's more, this one is decked out in classic Italian supercar colours of rosso over tan leather. Add in the very stylish sweep of the Pininfarina-badged dashboard and Chris Bangle's styling, and you have all the ingredients for a modern sporting classic. Except the price of entry.

Once upon a time, sporting Fiats used to be fun for a few years but had to be regarded as disposable – think of the 128 coupé, the X1/9 or the Strada Abarth. By 1994 when the Coupé was launched, things were much better, but rust can still bite. Plenty of recent MoTs on this one raise our hopes it hasn't bitten here.

1927 Alvis TG12/50 saloon, £4725

CCA, Classic Sale at Silverstone, 24 August

A result that made owners of vintage Alvises hold their heads in despair – I know, I'm one of them. This is the only surviving Weymann-bodied 12/50 saloon of this type and has been off the road for ten years but appears complete and only a fettle away from use. 12/50s are robust and well-supplied with spares thanks to the Alvis Register; this was a bargain for half the price of a Bullnose Morris.

1984 Ford Transit MkII minibus, £27,000

Iconic Auctioneers, Silverstone, 23 August

We suggested recently that the new growth area in classic Fords was not among the fast stuff, but the near-extinct everyday vehicles that provoke the most nostalgia. What could fit that description better than this time-warp, powder-puff (pick a cliché) Transit Minibus with just 10,000 miles on the clock? Plastic wheel trims, grey cloth seats and a 2-litre Pinto never added up to £27k before, surely.

PRICE GUIDE MOVERS

On the up

The market continues to pivot towards Eighties and Nineties classics

Make and Model	Year	Concours	Mint	Good	Rough	% up
Armstrong Siddeley Star Sapphire	58-60	20,250	15,500	8000	3500	+3.8%
Audi Quattro Sport	84-85	420,000	330,000	250,000	n/a	+4.2%
Austin Mini Clubman	70-80	8000	5500	2750	1400	+8.6%
BMW 3 Series sal (E30)	82-91	10,750	7000	3000	1250	+11%
BMW 325i sal (E30)	85-91	15,000	11,000	5000	2000	+16%
Ferrari 330GTC	66-68	545,000	420,000	320,000	240,000	+11%
Ferrari 512 TR	91-94	225,000	160,000	110,000	70,000	+18%
Ferrari F512 M	94-96	350,000	250,000	160,000	110,000	+25%
Fiat Dino Spider 2.0/2.4	67-73	135,000	100,000	70,000	47,500	+4.3%
Lamborghini Countach 5000	82-90	400,000	310,000	225,000	160,000	+4.8%
Lamborghini Countach 25th Anni.	89-90	300,000	240,000	185,000	140,000	+7.5%
Mercedes-Benz 190E sal	82-92	7750	5200	1950	800	+11%
Mercedes-Benz W124 sal/est	84-95	8500	5000	1750	650	+8.2%
Porsche 356 pre-A Gmund	49-50	1.25m	1m	725,000	625,000	+9.1%
Porsche 356A	55-59	100,000	70,000	42,000	27,000	+9.1%
Porsche 356B/C cabrio	60-65	140,000	105,000	70,000	42,000	+4.5%
Porsche 911 Carrera 2.7RST	72-73	575,000	385,000	275,000	195,000	+4.0%
Porsche 959	87-88	1.1m	900,000	750,000	575,000	+11%
Renault Dauphine	54-63	9000	6000	2500	1100	+8.8%
Subaru Impreza Turbo	93-00	7500	5000	2200	950	+16%
Subaru Impreza WRX STi	97-00	12,000	8500	4000	1900	+8.9%
Subaru Impreza 22B	98	125,000	100,000	75,000	55,000	+14%
Toyota Celica GT	85-90	4750	3000	1500	800	+8.6%
Toyota Celica GT-Four	86-90	8500	6250	3000	1500	+7.5%
Vauxhall Astra GTE MkI	83-84	27,500	20,000	10,000	6500	+26%

On the Slide

Reset button is even being hit on over-heated values of early Porsches now

Make and Model	Year	Concours	Mint	Good	Rough	% dn
Alfa Romeo 6C 2300 Touring	33-37	950,000	750,000	600,000	400,000	-5.3%
Alfa Romeo SZ-1	60-62	400,000	300,000	240,000	180,000	-7.4%
Alfa Romeo TZ-1	63-65	925,000	800,000	650,000	400,000	-10%
Alvis Speed 20 Tourer	32-36	115,000	90,000	65,000	48,000	-7.8%
Alvis Speed 25 Tourer	37-40	150,000	115,000	80,000	60,000	-5.8%
Alvis 4.3Litre Tourer	37-39	140,000	110,000	77,500	57,500	-7.8%
Aston Martin DB6	65-70	240,000	190,000	140,000	100,000	-4.2%
Aston Martin DB6 Vantage	66-69	300,000	240,000	175,000	130,000	-4.0%
Aston Martin DBS 6 Vantage	72-73	112,500	85,000	54,000	34,000	-3.1%
Berkeley T60 3-wheeler	59-61	8250	5500	3400	2000	-3.9%
Bugatti Type 57 Stelvio con	34-39	575,000	375,000	275,000	180,000	-4.7%
Ferrari 250 Europa SI/SII	53-55	1.2m	1m	900,000	800,000	-14%
Ferrari 500 Superfast	64-67	1.4m	1.25m	1.05m	950,000	-5.1%
Ferrari 275GTS	64-66	1.15m	1m	900,000	790,000	-5.1%
Ferrari 365GTB/4 Daytona	68-74	595,000	500,000	375,000	300,000	-5.9%
Ferrari 365GTS/4 Spider	72-73	2.5m	2m	1.6m	n/a	-6.2%
Ford Prefect	40-53	7000	5000	2500	1250	-4.5%
Ford Pilot V8	47-51	17,000	9250	5400	2600	-3.9%
Ford Corsair/V4	64-70	8500	5750	2500	1200	-5.3%
Ford Corsair GT/2000E	64-70	9750	6500	3000	1500	-5.0%
Ford Fiesta XR2 MkI	81-83	20,000	14,000	6750	3000	-4.2%
Heinkel/Trojan Cabin Cruiser/200	56-65	20,000	14,750	9250	5600	-4.6%
Jaguar E-type S1.5/S2 rdstr	67-70	80,000	60,000	40,000	25,000	-6.6%
Jaguar E-type S1.5/S2 fhc	67-70	60,000	45,000	30,000	18,000	-7.6%
Jaguar E-type S1.5/S2 2+2	67-70	46,000	30,000	20,000	10,000	-9.4%
Jaguar E-type V12 roadster	71-75	72,500	52,500	32,000	18,000	-3.8%
Jaguar E-type V12 fhc 2+2	71-75	47,500	35,000	22,000	10,000	-6.1%
Jensen Interceptor MkI	67-69	52,500	37,500	18,500	8500	-6.4%
Jensen Interceptor SP	71-73	48,500	35,000	15,500	7750	-8.8%
Lamborghini Jarama	70-78	115,000	80,000	59,000	40,000	-4.5%
Lotus Elan S1 dhc	62-64	37,500	29,000	20,000	13,000	-4.3%
Lotus Elan Sprint Coupé	71-73	37,000	28,000	20,000	12,500	-3.9%
Maserati 3500GT Spider	58-64	440,000	385,000	300,000	225,000	-5.6%
Maserati Ghibli Spyder	69-71	475,000	400,000	350,000	275,000	-18%
Maserati Ghibli SS Spyder	71-72	575,000	500,000	425,000	360,000	-9.3%
Mercedes-Benz 220SEb coupé	61-65	42,500	30,000	16,000	9500	-6.7%
Mercedes-Benz 220 SEb cabrio	61-65	100,000	65,000	35,000	19,500	-3.1%
Morgan 4/4 Series I	36-50	32,000	22,000	15,000	7750	-13%
Morris Six	49-54	7650	5250	2500	1200	-11%
Morris Oxford/Cowley II-III	54-60	5750	3750	1650	800	-4.0%
Porsche 356 pre-A	51-55	210,000	150,000	120,000	90,000	-5.9%
Porsche 356 Speedster	54-58	310,000	250,000	195,000	157,500	-4.5%
Porsche 356 Convertible D	58-59	200,000	140,000	100,000	65,000	-7.3%
Porsche 356A cabrio	55-59	150,000	107,500	75,000	48,500	-5.0%
Riley RMB/RMF saloon	46-53	18,000	13,000	6500	3400	-4.0%
Rolls-Royce Camargue	75-86	50,000	38,500	24,000	12,500	-5.3%
Studebaker Avanti	62-64	36,000	27,500	19,500	13,000	-9.4%
Triumph TR2	53-55	32,500	23,000	12,500	7500	-4.4%

Marmon leads pre-war market

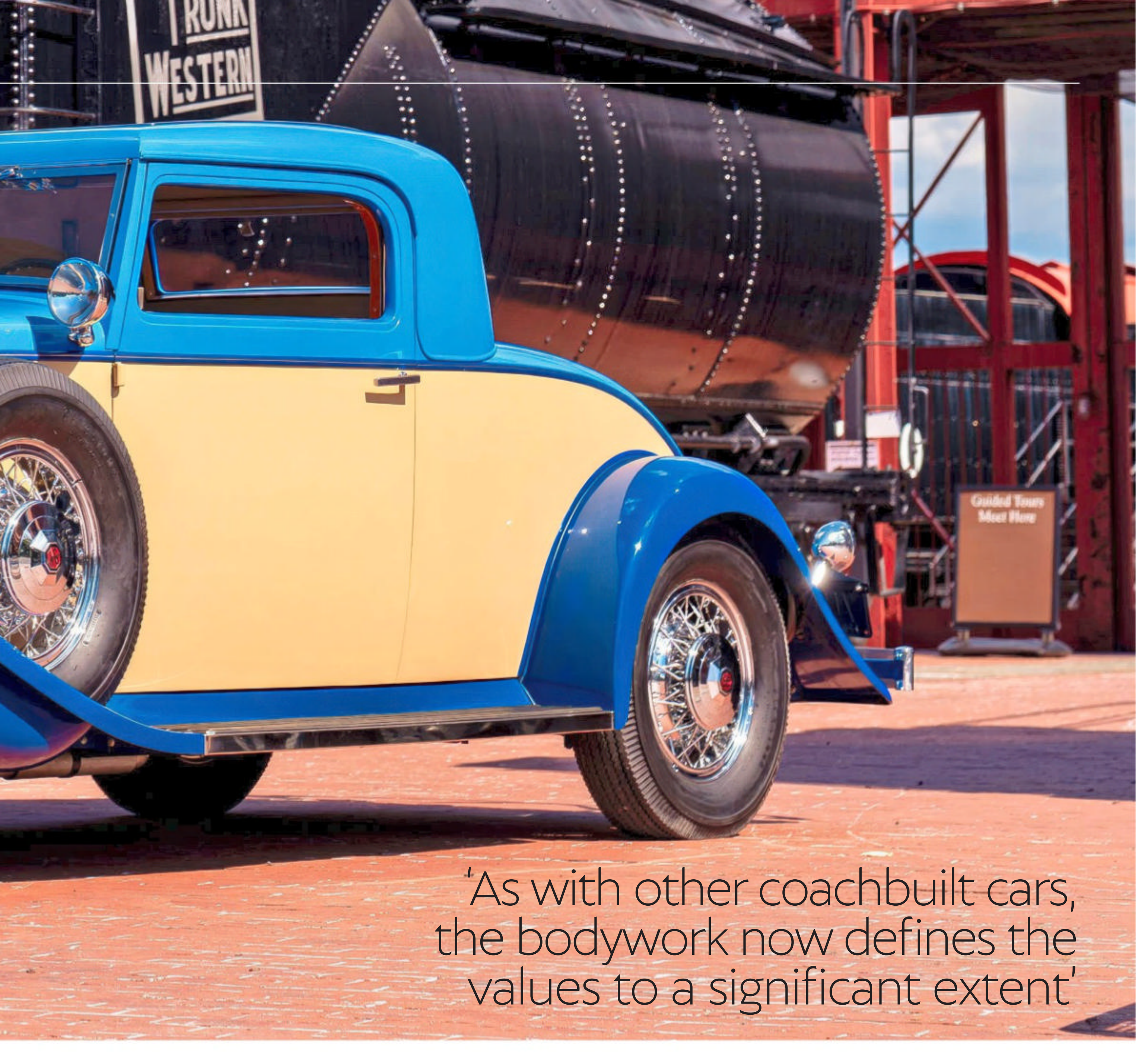
Significant US autumn sales will show the direction of travel – from Europe too?

Everywhere but America, market for Twenties and Thirties classics has softened significantly, many observers concluding there aren't enough new fans of this era to replace those who are disappearing. Yet such is the size of the US market, the effect can be reduced or even hidden.

That will be the hope for this 1931 Marmon Sixteen Two-Passenger Coupe by LeBaron, estimated at $750k-$900k (£550k-£650k), the flagship lot among the inter-war luxury marques at RM Sotheby's Sale at Hershey, Pennsylvania on 8-9 October. Marmon, like Peerless, Pierce-Arrow or Duesenberg, was one of the great names of American luxury automobiles that sank under the economic challenges of the Great Depression. Like Peerless, Marmon developed an enormous, extravagant new model with a V16, eight-litre engine cast in aluminium.

Only 400 examples were sold before Marmon's car production came to an end in 1933 and as with other coachbuilt cars, the bodywork now defines the values to a significant extent. The last three Marmon Sixteen sales at auction have been of the four-seat, four-door Convertible Sedan, and varied between $330k and $423k (£242k-£310k), though an extremely desirable two-door, two-seat Convertible Coupe broke the million-dollar mark to sell for the equivalent of £869k in 2022. The last Two-Passenger Coupe on the open market made £488k in 2019, and it's the condition and provenance of the car offered at Hershey – and an expectation that the best pre-war cars in America can still rise – that's produced an estimate higher than this figure.

The volume of high-quality Edwardian, Twenties and Thirties cars offered in the USA this autumn would flood European markets. There are 96 vehicles of this era offered at the Hershey sale and more from Bonham's Audrain Concours event in Connecticut on 3 October. Gooding Christie's highly impressive Stan Lucas Collection sold on 20 September featured 72 lots,



‘As with other coachbuilt cars, the bodywork now defines the values to a significant extent’

including the most sought-after models in American pre-war motoring: Mercer Raceabout, Auburn Speedster, Stutz Bearcat, Cadillac V16, various Packards and even Doble steam cars. Typical values were £100k-£200k, with star attractions surpassing £500k. A Duesenberg Model J Gooding sold to the Lucas collection last year for $3.7m (£2.8m) at Monterey was one where expectations were lowered, indicating Gooding expected a penalty for this rapid return to market. It sold for $3.1m (£2.3m).

These auctions include prestigious British and European marques, too. Some British vendors are moving cars across the Atlantic to expose them to a larger market. The four Alvis Speed Models successfully re-homed by RM Sotheby’s at Monterey for a total of $750k (£552k) form one example. Is this the new focus for valuable pre-war cars – find a more appreciative audience in the US? It will be fascinating to compare results with Bonham’s Golden Age of Motoring London sale on 31 October.

Marmon Sixteen Two-Passenger Coupe by LeBaron offered at RM Sotheby’s Hershey sale evokes glory days of luxury car production – will it maintain a US market surge for pre-war classics?

CHASING CARS
Nigel Boothman's market news

Ferrari collection should define values

Inventory of modern supercars to be offered at Zurich sale

An astonishing collection of classic and modern Ferraris, plus other hypercar marques, will be offered in a dedicated sale in Zurich on 11 October by RM Sotheby's. Marketed as the Tailored for Speed Collection, it was created by the French-born banker, entrepreneur and motorsports team owner Deborah Mayer, and should benchmark prices of sought-after models – especially recent ones enjoying a value boom.

Highlights of the sale include a 2024 Daytona SP3 (estimated at £3.4m-£3.9m), a 2016 F12 Tour de France, a 2023 812 Competizione, a 2017 LaFerrari Aperta, a 2021 Monza SP1, a 2012 SA Aperta and a group of three track-day specials from the Corse Clienti programme dedicated to motorsport-derived Ferraris: a 2008 FXX Evo, a 2012 599XX Evo and a 2016 FXX-K Evo that is potentially the most valuable of them all, estimated at £3.7m to £4.2m.

Non-Ferraris include a 2021 Lamborghini Sian, a 2022 Pagani Huayra R, a 2023 Bugatti Chiron Super Sport and a 2024 Pagani Utopia. Classics range from a 1968 365GT 2+2 via a 1973 Daytona and a 1978 512BB to a 1989 F40 (est £2m-£2.2m). Various competition cars are included, the most notable being a Ferrari 333SP endurance racer (pictured, est £4.2m-£4.7m), the model that donated its engine to the F50 road car.

SIEMENS
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UPCOMING SALES
OCTOBER

Thu 30, Poole, Dorset. South West Vehicle Auctions classic sale. *swva.co.uk*
Fri 31, Las Vegas, Nevada. The Las Vegas Auction, the Concours at Wynn Casino. *broadarrowauctions.com*
Fri 31, London. The Golden Age of Motoring sale, New Bond Street. *cars.bonhams.com*

NOVEMBER

Sat 1, Switzerland. The Zürich Auction 2025, Dolder Grand Hotel. *broadarrowauctions.com*
Sat 1, London. RM Sotheby's, Marlborough House, Westminster, SW1. *rmsothebys.com*
Sat 1-Sun 2, Norfolk. Anglia Car Auctions' classic sale, The Cattlemarket, King's Lynn. *angliacarauctions.co.uk*
Sat 8, Lyon, France. Osenat Epoqu'Auto: Youngtimers, la Vente Officielle. *osenat.com*
Thu 7-Sun 9, Tokyo. BH Auction at City Circuit, Tokyo Bay, Japan. *bingosportsworld.com*
Sat 8, Hampshire. Barons Manor Park Auctions, Southampton. *barons-auctions.com*
Sat 8-Sun 9, Birmingham. The Iconic Sale at the NEC Classic Motor Show (Sat) and The Classic Sale (Classic Car Auctions, Sun). *iconicauctioneers.com*
Wed 12-Fri 14, North Yorkshire. Mathewsons Online Sale. *mathewsons.co.uk*
Wed 29, Surrey. Historics, Mercedes-Benz World, Brooklands, Weybridge. *historics.co.uk*

Forecourt View

While the market for certain older TRs has become tougher, cars that used to be at the bottom end of classic Triumph values have moved up,' says Stephen Brocklebank of TRGB. 'The GT6 is the most obvious – I'd say they've overtaken TR6s. I've sold a lovely, restored example for £26,000. There are three times as many GT6 MkIIIs registered now than in 2014. So more that we see – and this goes for Vitesses, Triumph six-cylinder saloons, and Spitfires and Heralds – are well-restored and look great, which is changing the image of models that used to be regarded as cheap. There's a sweet spot of £17,000-£25,000 that goes across the Triumph range. It still leaves room to improve a really nice-driving car like the 1975 TR6 we have now at £16,495 – enjoy it as is, or spend a bit and perfect the door gaps.'

IN THE TRADE

WORKS INTEGRALE EMERGES

This Delta Integrale Evo was used as a test car by Lancia on the 1000 Lakes Rally and Rally Corsica during 1992, driven by Didier Auriol. Lancia, then reigning supreme in the WRC, used test mules to develop the season-on-season changes that gave rise to the Evo and Evo II. This car retains its roll cage and technical quirks, but because it's outside the usual customer Integrales and special editions, the £140k-£170k estimate at Bonham's Zoute sale on 12 October is not as high as top Integrale Evo II prices.

NO HISTORY WORTH MORE?

This Jaguar D-type, chassis XKD 551, is remarkable for what it hasn't done – it has no competition history. It's therefore very original, with its 1956 chassis and engine intact and the body only altered in the Seventies to reverse a semi-XKSS spec. In single Swiss ownership since 1994, it will be offered by Broad Arrow at its Zurich sale on 1 November 2025 at a £4.6m-£5.5m estimate. That's considerably more than the under-estimate £3.2m taken in August for an ex-Works D-type with a vast period race history.

BUY NIKI LAUDA'S FERRARI

No, not the famous 312T F1 racer. This 1973 Ferrari 365GT4 2+2 by Pininfarina is nowhere near as quick, but it's important, marking the start of Lauda's successful association with Scuderia Ferrari when it was delivered new in 1973. Specified with the five-speed manual gearbox, it was originally metallic blue. After Lauda's ownership, it remained in Austria, repainted red in the Eighties. Estimated at £155k-£190k thanks to the Lauda link, it crosses the block at RM Sotheby's Munich sale on 18 October.

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UK's premier concours had distinctly British themes for 2025

Pomp and Circumstance

Concours of Elegance showcased British automotive history at Hampton Court

Significant cars from pivotal moments in Aston Martin's long and often troubled history seemed to meet by chance at Hampton Court Palace for this year's Concours of Elegance. Elsewhere, arced across the rear of the lawn, the concours paid tribute to Bentley's legendary Continental grand tourers, with everything from an early prototype to a new electric conversion.

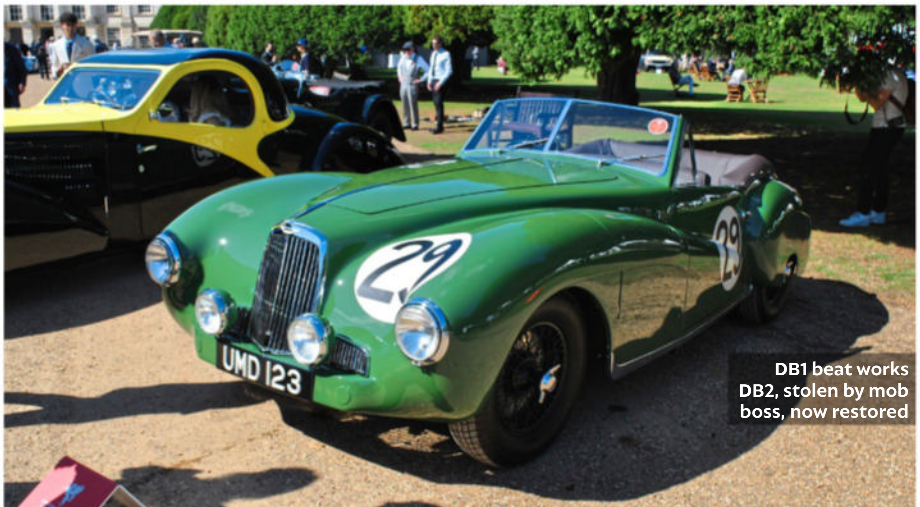
Aston Martin DB1

Fresh from restoration, this Aston racer has a bizarre, lurid story to tell. 'It raced at Le Mans in 1949, after privateer Robert Lorrie approached Aston Martin and asked them to build a one-off competition version of its new 2.0-litre Sports, retrospectively known as the DB1,' said owner Thomas Shelbourn. 'Aston Martin agreed, but claimed that they didn't know the Le Mans 24 Hours had restarted yet, so soon after the end of the Second World War.

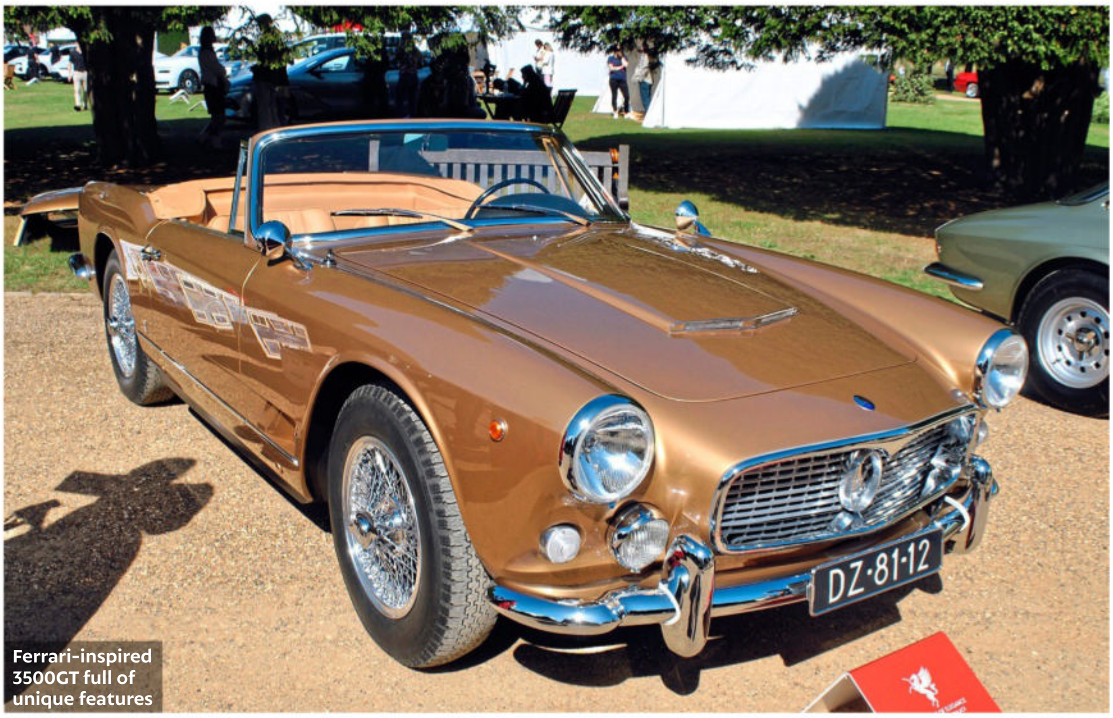
'So, imagine Lorrie's surprise when, having driven all the way to Le Mans from Yorkshire, he encountered Aston Martin with a works team of two prototypes for what would become the DB2! He still managed to beat one of them, finishing 11th before driving all the way home.

'Some time after the race, its colour was changed to blue, and it ended up with a collector in New Zealand. At one point in the Eighties, he was in the process of shipping it back to the UK when, during a stopover in Tokyo, the car was stolen by a Yakuza gang, whose boss then proceeded to drive it around Tokyo for the next ten years. The New Zealand-based owner's wife only managed to get it returned from Japan after the Yakuza mob boss died.

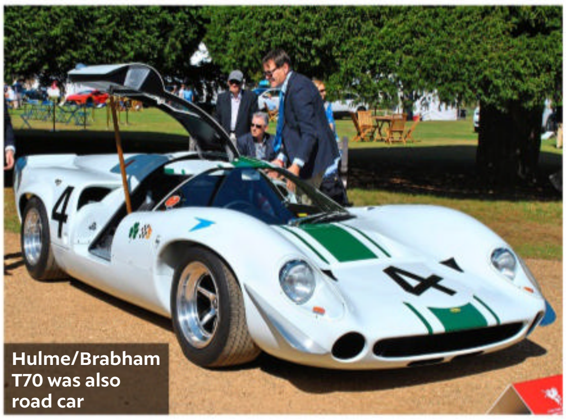
'When it finally came to the UK, it was effectively a pile of scrap. RS Williams was the



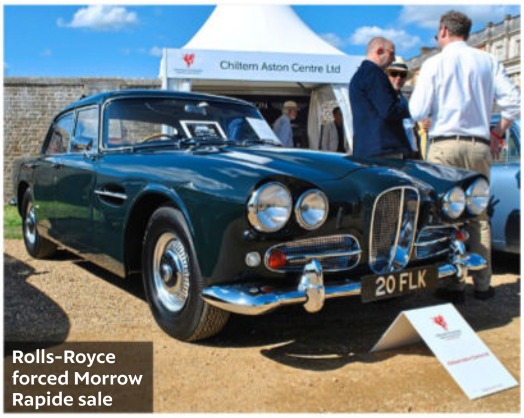
DB1 beat works DB2, stolen by mob boss, now restored



Ferrari-inspired 3500GT full of unique features



Hulme/Brabham T70 was also road car



Rolls-Royce forced Morrow Rapide sale

only logical choice to restore it, especially given its history as Aston Martin's first postwar Le Mans racer – its construction just predated the DB2 prototypes. There weren't many alterations made from the road car, but there were some – the bonnet slides off rather than hinges, and the fuel tank can be filled from either side of the car.'

Maserati 3500GT Spyder

Newly restored and on show for the first time in the UK, this Maserati was accompanied by an extensive series of old photos. 'Life insurance company boss John Campbell, the first owner of this car, saw a golden Ferrari at the New York Motor Show, but wanted a Maserati, so ordered it especially in this colour,' said exhibitor Paulina Louwmann. 'Campbell ordered it with a factory hardtop – one of only three 3500GT Spyders to have one – and picked it up from Italy himself. It even still has the Modena city tax sticker on the dashboard. While driving it in Italy, he found the seats were uncomfortable, so returned to the factory and had them fit some different ones.

'We found more unique touches during the restoration, carried out in the Netherlands by Classic Mike, and a team of young people with disabilities. The carpet, for example, was a special type of antistatic pile formula only used in aircraft at the time. Like the Orsi brothers themselves when the car was built, we had to track down parts from all over Europe, and Adolfo Orsi himself actually helped, including hand-drawing a diagram of the US-specification exhaust for the restorers to recreate. He also revealed that at the time, Maserati was so short of cash that it couldn't pay its suppliers of fuel tanks, so paid them with a new 3500GT instead!'

Lola T70 MkIII

'It's the first time the car has been seen in public in the UK since 1969 – the restoration was only finished yesterday,' said restorer Simon Hadfield of this unique Lola. 'Sid Taylor had it built for Denny Hulme and Jack Brabham to race in the 1967 BOAC 500. It qualified on pole, but failed to finish. It was then bought by John Wolfe, who raced it in 1968-1969 – it was his spare car at Le Mans when he was killed – then Willy Koenig took it to Germany and raced it until 1971. After this, Anders Hedborg took it to Sweden and converted it for road use.

'With 15 wins to its name, it's possibly the most successful T70 coupé, but crucially it had never been restored, so was in a timewarp condition when it came to us, and needed a very careful balance of restoration and preservation. It even still has its original 1967 windscreen glass, unheard of on most racing cars. The owner's instructions were, "Anything Lola made or Denny touched, we have to keep."'

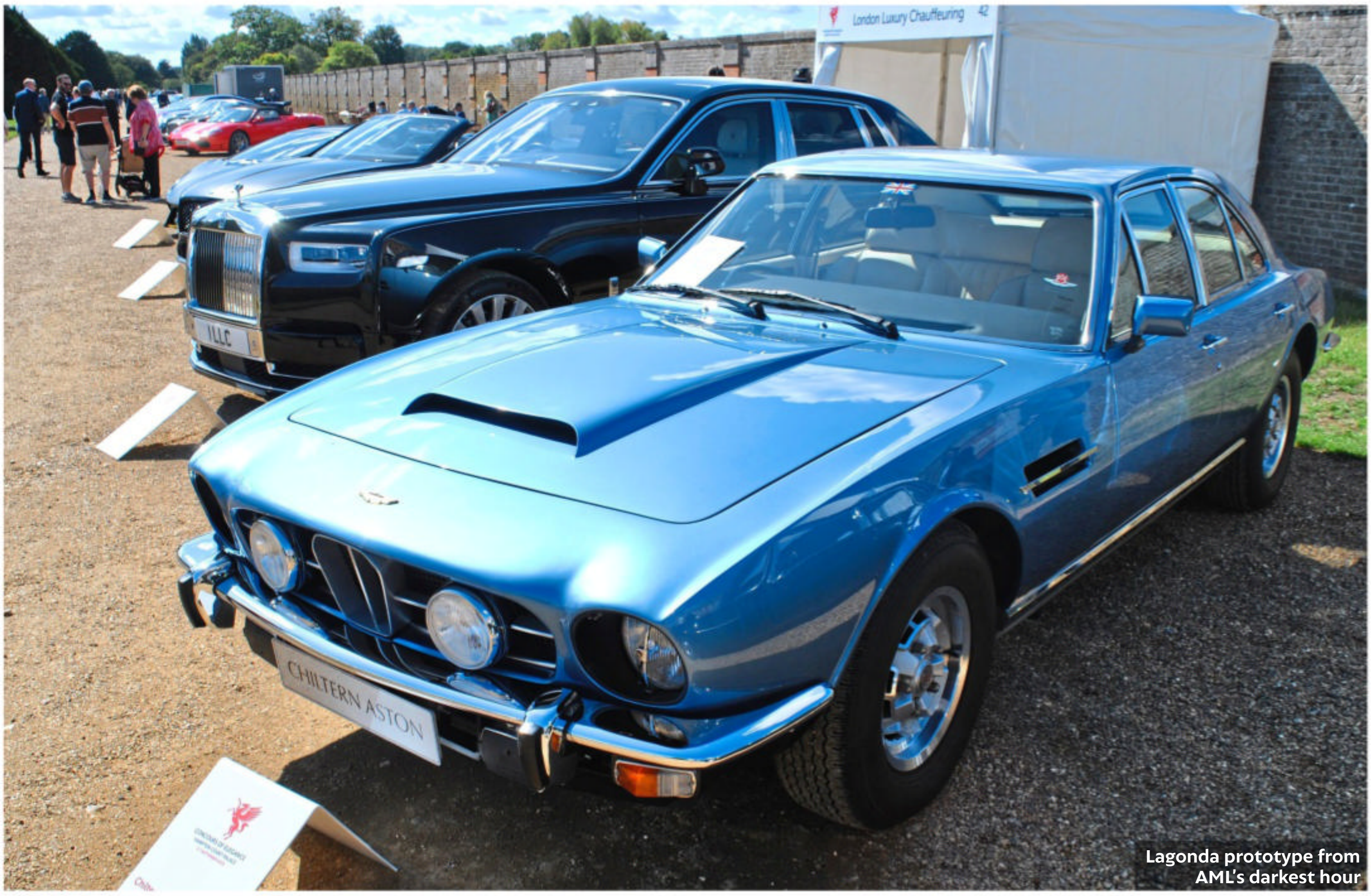
Lagonda Rapide & V8

Owned by the same collector for all but the first years of their respective lives, this pair of rare Aston Martins were owned when new by motor-industry moguls. 'The Rapide was bought new by Sir Ian Morrow,' said Guy Wyles of Chiltern Aston. A leading accountant with a reputation for turning around struggling businesses, Morrow was also a Liberal politician, who worked for the United Nations and the International Refugee Organisation in the wake of World War Two.

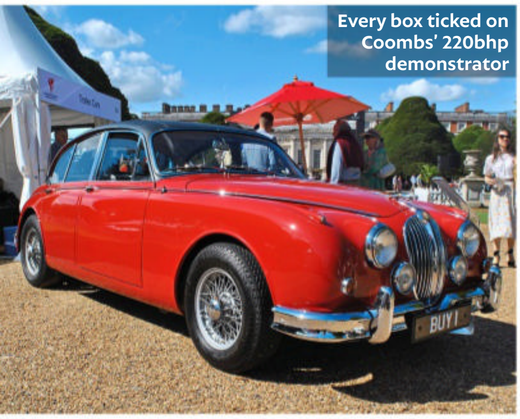
'Just six months into his ownership of this Rapide, Morrow was appointed administrator of Rolls-Royce, so had to sell it to avoid upsetting the management and replace it with a Rolls-Royce,' said Wyles. 'Collector Ken Smith then bought it, and kept it all its life in an air-conditioned garage. We stripped it to bare metal to repair the paint, but the metal and the interior were the most perfectly-preserved we've ever seen on a Sixties Aston Martin.'

The Series 1 V8, also seen in public for the first time, is even rarer. Technically similar to the two-door Aston Martin V8 coupé, the four-door Lagonda Series 1 V8 was built on an extended 2915mm wheelbase, the overall length of the car increased to 4928mm. 'This car is effectively a prototype, the very first V8-based Lagonda and the first Aston with that frontal styling – prior to this, David Brown had a one-off four-door DBS, but this is Lagonda chassis number one.

'There were only seven built, and this one was owned by Stanley William Wilson, of Company Developments, the firm which bought Aston Martin from Brown and saved



Lagonda prototype from AML's darkest hour



Every box ticked on Coombs' 220bhp demonstrator

it from bankruptcy. These Lagondas were built from 1974-1976 – bearing in mind that Aston Martin didn't make any cars at all in 1975 – before new management took over and turned the firm around with the Vantage, Volante, and Series 2 Lagonda, and Smith bought this Lagonda too.

'One curious thing about the Series 1 Lagonda V8 is that its construction means it's impossible to take the bodywork off the chassis. You have to cut the aluminium, or bare-metal them and make localised repairs. Thankfully, because of the way this car was kept, this wasn't needed, although we did have to put new sills on it.'

Coombs Jaguar Mk2 3.8

This unique Jaguar has just been restored. 'It was Coombs' original demonstrator,' said Freddie Iles of Trofeo Cars. 'It was fitted with its performance modifications when new in 1962, and was the only Coombs car to be fitted with the option of the "leather" – actually vinyl – roof from new.

'It puts out 220bhp at 5500rpm, thanks to a straight-through exhaust, 9.5:1 compression, a lightened flywheel, and 2in SU carburettors. It also has a long-range fuel tank, an E-type wooden-rimmed steering wheel on a faster rack, no rear spats to accommodate a wider track, and suspension upgraded with higher-ratio front springs and Variflow adjustable dampers.

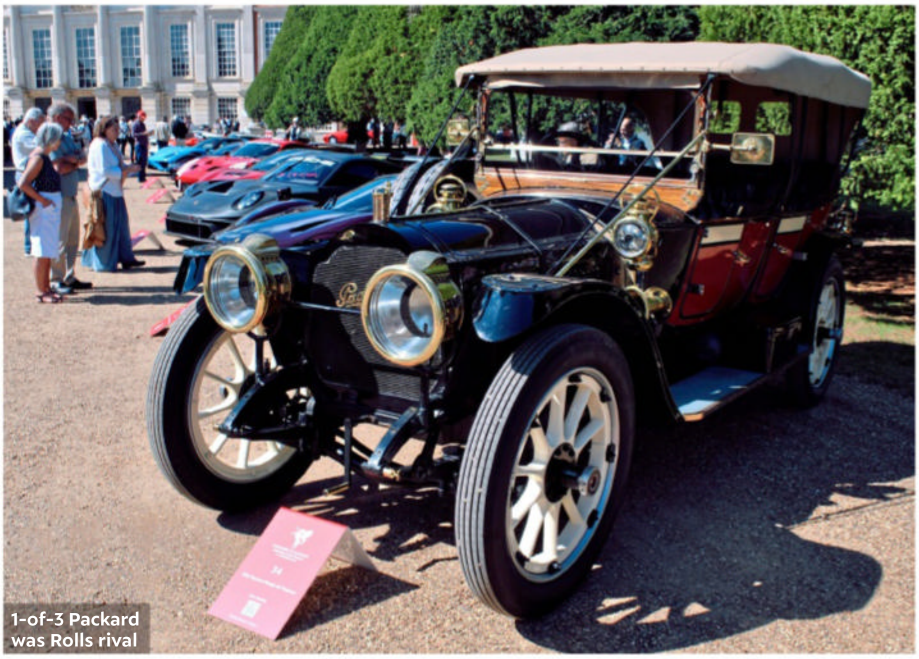
'It was bought new by a man called Graham Clitheroe, but was later sold in 1993 to Ken Bell, who originally built it at Coombs. It was the only 3.8 road car demonstrator that Coombs had.'

Packard 48 Phaeton

This rare 1912-built rival to the Rolls-Royce Silver Ghost was paying its first visit to the UK. 'It's very unusual in being a five-passenger car – most Packard 48 Phaetons were seven-passenger models,' said owner John Bentley. 'Only three of these cars were built, and this is from the very first year of 48 production.

'It's so old that its early history isn't known, even though it would have been specially commissioned and handbuilt,' said Bentley. 'It was found in California in the late Thirties, when it was bought by a guy called Roberson, by which point it was already regarded as an antique automobile. I found it in North Carolina three years ago and did a mechanical restoration.

'In terms of price, it was most directly comparable to a Silver Ghost when new, and similarly rarified. Its 8.6-litre straight-six is not quite as refined as a Ghost's 7.4-litre engine, but it's both faster and more powerful.'



1-of-3 Packard was Rolls rival

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Duesenberg was fresh from Pebble Beach class win

From Beach to Blenheim

Veterans fresh from Pebble Beach brought ever-more glamour to Oxfordshire for Salon Privé

Salon Privé has struggled this year, hemmed in both by the cancellation of its London event in the spring and extensive works to Blenheim Palace that left the baroque residence obscured with scaffolding. However, the assortment of cars on the lawns at Blenheim were as impressive as ever, with notable visitors from the US.

Duesenberg SSJ LeGrand

This Pebble Beach class-winning Duesenberg was on show in the UK for the first time. 'It was bought when new in the Thirties by Ben Smith, who made $1m a month during the Wall Street Crash by shorting stocks – something of a villain,' said owner Donna Marki. 'But then a Mexican gentleman, Bruno Puglia, approached him for investment in a racetrack in Mexico City.

'Smith later wanted out of the deal, so he drove this Duesenberg to Mexico City, and said, "Make me an offer," to which Puglia replied, "I want the car." It stayed in Mexico. Puglia was married to a movie star, and knew Cary Grant, so it gained a high profile, known as the Mexico City SSJ. It was later sold to a used car salesman.

'Collector Arturo Keller wanted to buy it as a young man, so got the money together, went all the way to Mexico City and presented it to the salesman, only to learn the price had gone up!

'It was restored in New Jersey last year, although it retains its original engine and body. It's one of just three Le Grand SSJ Dual Cowl Phaetons – out of 30 SSJs produced in total – and one of a tiny number to have its supercharger fitted to its seven-litre dohc straight-eight at factory build stage.

'It featured markedly better brakes than most cars in the US at the time. As a result, the brake light lenses spell out "STOP" in a beautiful art deco font when they light up.'

Alfa Romeo 8C 2300 Monza

'It's the first time this car has been shown like this,' said the Auriga Collection's Vincent Kolb of this Touring-styled Grand Prix Alfa Romeo. 'It was originally raced by Jean-Pierre Wimille in 1933, which explains the French Racing Blue paint.

'Raymond Sommer then raced it from 1934-1936 in Europe, and then a Portuguese racer took it to Brazil. The car returned to the UK sometime during the Eighties.

'Wimille finished second at Reims and Comminges, and third at Brno. When it returned to the UK, Colin Crabbe effectively rescued it but restored it as a road car, with fenders that were finished in red. It raced like this, but retained its original central bodywork, interior and instrument panel. But the restoration had to include the return of De Ram dampers, which were unique to Wimille's Alfa.'

Hispano-Suiza J12 Sport Torpedo

This was another Pebble Beach class winner making its British concours debut. One of eight short-chassis J12s, chassis 14001 was originally owned by Prince Poniatowski, who handled public relations for Hispano-Suiza. It was originally bodied by Van Vooren, but Poniatowski returned it to the factory for test and development duties.

The Michelin T68 Railcar-derived V12 engine was upgraded from 9.4 to 11.3 litres, and its Van Vooren coachwork aft of the bulkhead was removed and fitted to J12 chassis 14015. The bodyless car was used as a factory development vehicle throughout 1933, before being sold to Parisian Jacques Violet in 1934. In 1937, Violet sold the car back to Poniatowski, who had the rear coachwork replaced in Sport Torpedo style by Labourdette, kept the Van Vooren front end, and added front wings created by Hispano itself.

Rolls-Royce Silver Wraith

Shown outside of India for the first time, this 1949 James Young-bodied Rolls-Royce was originally built for the Maharajah of Mysore. Although four coachbuilders – Young, Mulliner, Nutting and Hooper – had to collaborate on its design, to make sure it followed the style of the Maharajah's existing cars, a technique known as "doing a Mysore", in the Rolls-Royce factory,' said Mohammed Luqman Ali Khan, looking after the car for its owner, Yohan Poonawalla.

'This car has over 20kg of solid fitted silverware in it. There are solid silver crests on the doors, fine bone china plates, cups and saucers in the fitted dinner service, and even a secret safe in the boot for the Maharani's jewellery.'

Alfa returned to unique Wimille spec

Three coachbuilders involved in Hispano J12

Rolls-Royce features 20kg of silverware

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ESTIMATE: **£6,000 - £8,000**

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Classic rally action hits Prescott on 1 November

October-January highlights

The cold is no excuse not to enjoy your car...

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18 Lombard Rally Festival, St. Giles, Dorset
lombardrallybath.co.uk

18 CSCC Season Finale, Oulton Park, Cheshire
oultonpark.co.uk

23-26 Auto e Moto d'Epoca, Bologna, Italy
autoemotodepoca.com

26 75 Years of Formula One, Great Northern Classics, Derby
greatnorthernclassics.co.uk

November

1 Rallye Prescott, Prescott Speed Hill Climb, Gotherington, Gloucestershire
prescotthillclimb.co.uk

1-2 St. James's Motoring Spectacle/Brighton Run, Pall Mall, London
veterancarrun.com

6-9 RAC Rally of the Tests, Cumbria, England to Llandudno, North Wales
heroevents.eu

7-9 NEC Classic Motor Show, NEC, Birmingham
necclassicmotorshow.com

8 BARC Into The Night & Classic Touring Cars, Brands Hatch, Kent
brandshatch.co.uk

20-24 Roger Albert Clark Rally, Carmarthen, Wales to Carlisle, Cumbria
racrmc.org

29 VSCC Winter Driving Tests, Bicester Motion, Oxfordshire
vscc.co.uk

30 Scramblers Assembly, Bicester Motion, Oxfordshire
bicestermotion.com

December

6-9 LE JOG, Land's End, Cornwall to John O'Groats, Caithness
hero-era.com

27 Almost New Year Great British Car Meet, Great Northern Classics, Ambergate, Derbyshire
greatbritishcarjourney.com

January

1 New Year's Day Classic Gathering, Brooklands, Surrey
brooklandsmuseum.com

15-18 Interclassics Maastricht, Netherlands
interclassics.events

28-1 February Rétromobile, Paris, France
retromobile.com

29-7 February Historic Monte Carlo Rally, Monaco
acm.mc

Tom Matano, 1949-2025

Tom Matano, the Japanese car designer who masterminded the Mazda MX-5, has died aged 76. Born Tsutomo Matano in Nagasaki in 1949, he studied engineering at Seikei University, Tokyo, moving to the US in September 1970 after his graduation in March 1969, hitching a ride on a container ship owned by his uncle.

Matano studied car design at the General Motors-linked Art Center in Pasadena, California, landing a job at GM in 1971 after submitting a design for a futuristic Pontiac. The effects of the oil crisis and concerns over the longevity of his work visa saw him relocate to Holden in Australia, where he contributed to the Torana.

In 1977, he left for BMW, where he worked with Claus Luthe on the E30 3 Series and the early stages of the E31 8 Series project, before joining Mazda's Californian studio in 1983 as chief designer. Immediately, he and fellow designer Mark Jordan began work on a car born purely out of enthusiasm for classic Sixties roadsters, Matano emphasising the Japanese philosophy of Jinba Ittai – horse and rider as one. The 1989 result was the original MX-5. Controversially, he recently revealed that his MkII MX-5 was closer to his original vision than the MkI, the use of pop-up headlights a result of the limitations of Eighties headlight technology.

Matano followed it up with the third-generation RX-7, before relocating back to Japan in 1999 to head up Mazda's entire global design operations.

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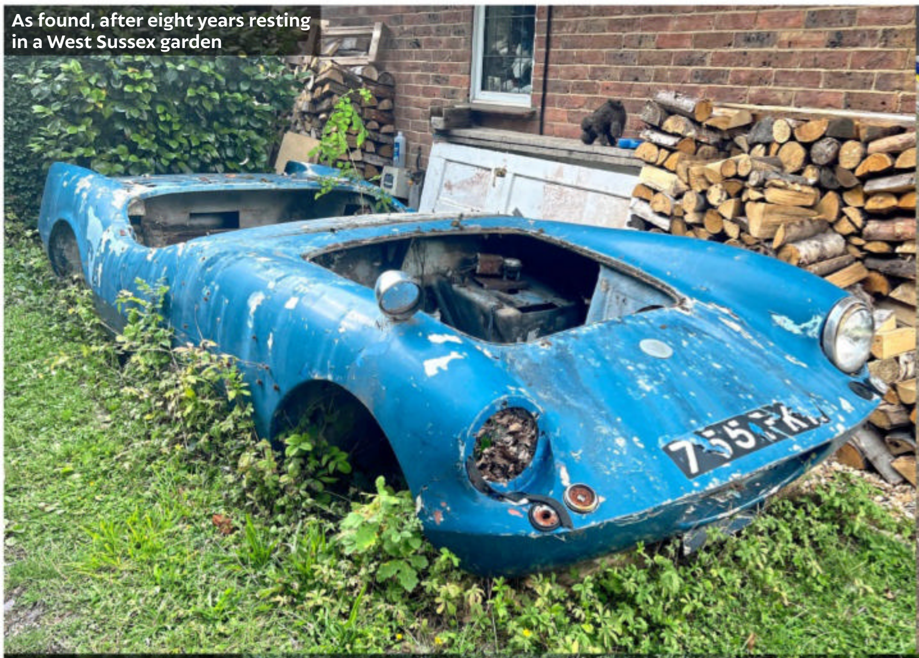
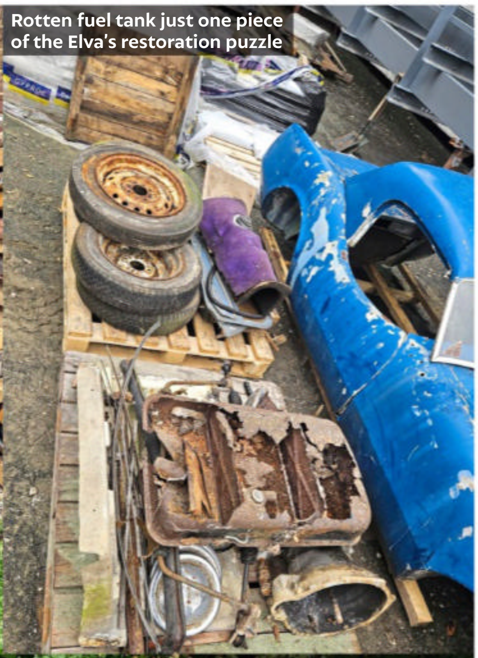


As found, after eight years resting in a West Sussex garden



Rotten fuel tank just one piece of the Elva's restoration puzzle

Courier has been rescued by Elva enthusiasts

Elva's original owner Bob Curl is delighted the car has survived

Garden-find Elva Courier reunited with its first owner

Unusual-specification East Sussex-built sports car rescued by enthusiasts

This 1959 Elva Courier spent the last eight years resting in the garden of a house in West Sussex and was off the road a long time before that. It's the 20th car made, and therefore a MkI Courier, though it has many features that are not typical of a MkI. This is because the car's first owner, and the man who completed it to his own specification, worked for Elva – and made various changes. Bob Curl went on to enjoy a long and interesting career in motorsport and the car industry, but between 1959 and 1965 he built and enjoyed 755 FKK as a daily driver.

Sixty years after Bob sold it, Elva enthusiast Jonathan Playfoot heard through another fan of the marque about a rough-looking Courier that might be available. Jonathan and fellow Elva nut Peter Barnard went to inspect the car and noticed its interesting and highly unusual specification. They agreed to take it on, at which point Bob Curl's name emerged in the car's history.

'My dad and Bob are friends from way back,' says Pete. 'I used to play on Bob's Scalextric years ago when I was a kid, and both my father and Jonathan's dad actually used to work for Elva in period. So, I gave Bob a ring and asked him if he remembered the registration of his first car, and he quoted the number. He was delighted that it had survived and came round to see it.

'He told us about the changes he had made, like the one-piece windscreen from a MkII car and the rounded rear wheelarches. Bob also created a new bonnet scoop, played with the contours at the rear of the car and modified what I think is an Austin Healey Sprite hard-top to fit it. He'd used it a lot, including a trip to the Nürburgring.'

Peter and Jonathan have other Courier projects in various states, but this one may now take priority, despite corrosion demanding the fabrication of a new chassis. Luckily, Pete runs restoration and race preparation firm AJB Historic, and has a Courier chassis jig and Bob Curl's memories to guide him.

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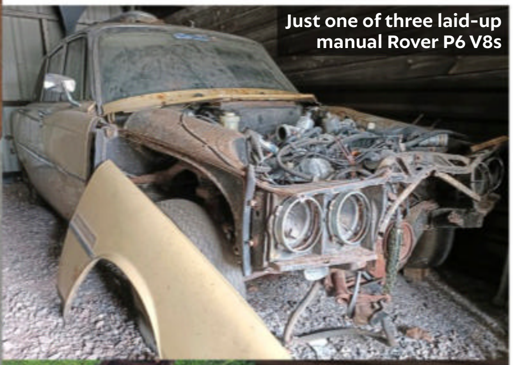
Rovers, MGAs, Jaguars... and a great deal more

More than 50 years of accumulated projects, parts and tools emerged at a recent single-source auction by Charterhouse. Brian Antill's work as a mechanic often put temptation his way, and as far back as 1969 he began acquiring classic cars with a view to restoring them. As time went by, this became a target for retirement. Sure enough, Brian was able to complete many cars to a high standard, but the years caught up and in the words of auctioneer Richard Bromell, Brian ran out of steam to complete around 20 of the cars in his complex of wooden garages and sheds near Dorchester and decided to sell.

'Brian is clearly fond of MGAs and Rover P6s – there were three quite rare manual V8 P6s and twice as many MGAs, including one dismantled Twin Cam model. He likes Jaguars too – there is a 1967 E-type roadster with 19,000 miles, a 1956 XK140 roadster with a C-type cylinder head and three MkII saloons, all of them 3.8-litre manual overdrive models.'

The condition of the cars varied significantly but none had been on the road recently. The XK140 made £31,000, the E-type £42,000 and a Lotus Elan Sprint project took £16,000, while the three MkII saloons went for between £2200 and £6800 each. The best of the Rovers took £780. In addition to the classics, a selection of spare engines, gearboxes, interiors, trim and other parts was offered, alongside spanners and hand tools, a lathe, blast cabinet, and a four-post ramp.


Just one of three laid-up manual Rover P6 V8s

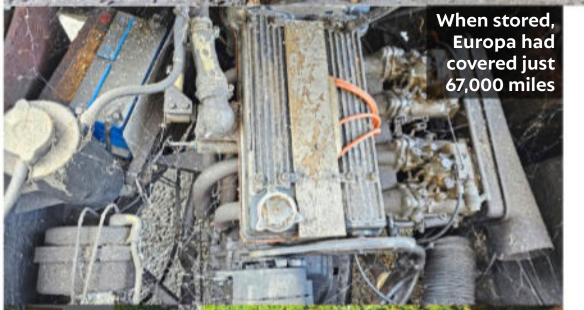
Brian Antill had been accumulating classics for more than 50 years

The now-auctioned Dorchester hoard included six MGAs

Ex-Antill Lotus Elan Sprint project sold for £16,000

One-family-owned Europa locked away for 40 years

Car is surprisingly complete but seat foams have degraded


When stored, Europa had covered just 67,000 miles

Reason for lay-up and storage sadly lost to time

Single-family Europa Special still sought after

A car's history is often lost if it emerges as part of an estate sale, but at least we know that this Lotus Europa Special has been owned by only one family.

That said, the reason for its internment in a very dusty lock-up garage in Worcestershire has been forgotten since it was laid up and remains something of a mystery, because the car seems to have been put away in good health in the late Eighties. According to Lotus Archives, the Europa was delivered to supplying dealer GS Cars in October 1974, the original owner buying the car on 1 August 1975.

By the point the Lotus was put away in 1989, it had covered 67,000 miles and there is no evidence of missing parts, accident damage or fire. However, more than 35 years of dust-gathering have left it immobile and very grimy, which is clearly shown up by the unusual white paint and gold pinstripe colourway – most Europa Specials being black and gold, in the John Player Special tobacco livery.

'The interior has suffered where the seat foams are degrading,' says Niall Fry of the Cotswold Auction Company, who sold the Seventies Lotus for a strong £12,600 in September. 'But on the whole, it seems to be a very complete and original car – we found the service book in the passenger footwell and the original spare wheel in the front compartment, after fighting to get it open thanks to a seized cable. It has gone to an enthusiast for whom it will be very much a labour of love.'

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More than three decades after the venomous Dodge Viper RT/10 slithered into view, does this brawny brute ...
FEATURES
Bonding agents: exploring the Aston Martin DBS and MGB...
In the mid-Sixties, could the everyman MGB share even a glimmer of the Aston Martin DBS's limelight?
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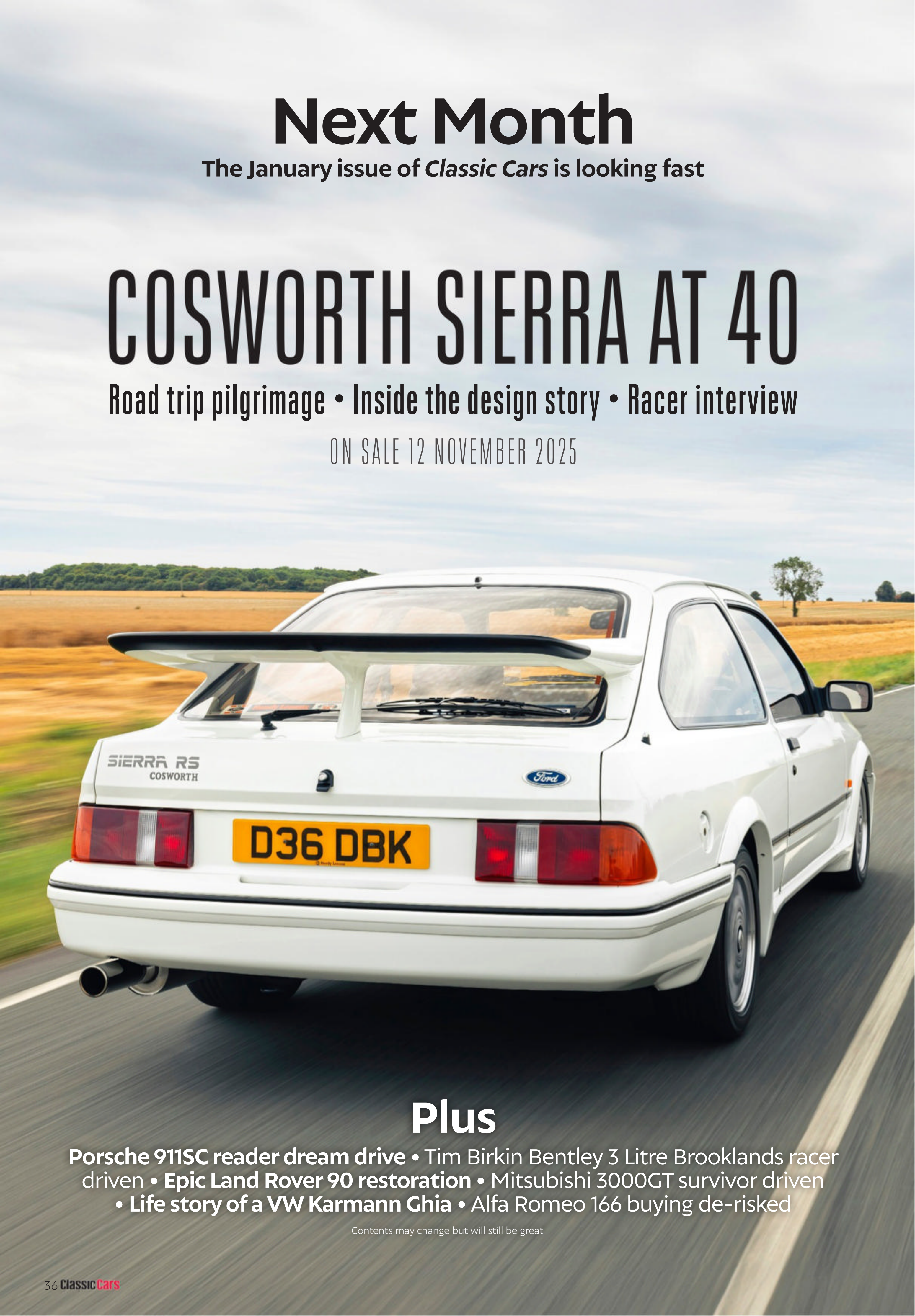

Next Month

The January issue of *Classic Cars* is looking fast

COSWORTH SIERRA AT 40

Road trip pilgrimage • Inside the design story • Racer interview

ON SALE 12 NOVEMBER 2025

Plus

Porsche 911SC reader dream drive • Tim Birkin Bentley 3 Litre Brooklands racer driven • **Epic Land Rover 90 restoration** • Mitsubishi 3000GT survivor driven • **Life story of a VW Karmann Ghia** • Alfa Romeo 166 buying de-risked

Contents may change but will still be great

Buyers beware

LETTER OF THE MONTH

I wish to alert readers to the dangers of online auctions. The covid lockdowns boosted this method of buying and selling classic cars which presents serious drawbacks to the buyer. The great majority of cars sold in this way haven't been seen by the purchaser, who considers going to see the car as a waste of time because they could be outbid. This gives licence to the seller to present a misleadingly positive description of the car. Even the photos can be very selective.

In one instance, more than 100 photos of a Daimler V8 250 failed to show serious rust along the bottom of all four doors. I've spoken to several people who've bought cars this way and every one of them have been very disappointed with their purchase.

Of course, the traditional live auctions also come with risks because you rarely have the opportunity to establish mechanical condition. But at least you can inspect the cosmetic condition and you do have some comeback if a serious mechanical problem is immediately apparent. For example the ZF gearbox jammed between fourth and fifth gear in an Alvis I bought at a traditional auction. The seller didn't receive funds from the auction house until he'd paid for a replacement gearbox, including fitting. If you buy a car through an online auction, you have no such recourse.

Online auctions also aren't ideal from a seller's perspective. Buyers are beginning to realise that the cars may be misrepresented and pitch their bids low.
Ian Dixon-Potter

Lifting the lid on track Ferraris

The Hot 30 (Cars to Buy in 2026, November 2025) mentions the 488 Pista is the only V8 track-inspired special Ferrari with an open-top option. While only 499 of each were made, it should be noted the 430 Scuderia was made in open-top format and badged as the 430 Scuderia 16m in recognition of Ferrari winning its 16th F1 title... The 458 Speciale also had a limited run of open-top cars in the form of the 458 Speciale Aperta... Both sublime cars for their eras and quite rare beasts.
Steve Clark

If I could turn back time

I always look forward to reading *Classic Cars* The List and Life Cycle articles. The Life Cycle of "Amy" The Standard Ten (November 2025) was truly delightful and inspirational! When I think back to all the cars I have owned and regretted selling, I wish I could turn back the clock and have looked after one so faithfully and carefully as The Hughes family have done.
Gordon Lang

Toddling forwards

I have been collecting *Classic Cars* every month since the end of 2020, after buying two issues as a toddler (November 2007 and June 2009). From the latter issue, I fondly remember editor Phil Bell's bold decision to sell his Griffith, and Ross Alkureishi's close brush with the police in his Abarth Stradale. Best of all was Simon Charlesworth's cover feature, Clash of the '70s Speed Kings. Even in 2025, the images of Chris Sherwood's 911 Turbo and Steve Sykes' V8 Vantage blasting through a Welsh hillside don't look dated.

My excitement went through the roof on learning the 911 Turbo on the August 2025 cover was the same one I'd admired as a four-year-old. I'm delighted to see it still with Chris. To think that in June 2009, Nigel's biggest claim to fame was writing about Alfa Romeo's V6. Now, 16 years later, he's behind the wheel of one of that issue's cover stars. How times change.
Alex Pidluznyj

Road rash

I enjoy contributions from Quentin Wilson and when such an experienced journalist comments on the state of our road system (The Insiders, November 2026) and the consequent loss of driving enjoyment, we should take notice. I sold my classic car after 51 years of ownership because driving was less enjoyable for the reasons Quentin listed. I also cycle and that can be a hazardous experience for the very same reasons.
Phil Wyllie

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QUENTIN WILLSON

Quentin Willson had a 10-year stint presenting the BBC's *Top Gear*, has bought and sold countless cars and has cemented a reputation as everyone's favourite motoring pundit.

Really, after following this market for more than four decades, I can honestly say we're in the best place we've ever been, awash with well-restored value

At the risk of repeating myself, I looked at this summer's auction results and venture that the UK classic car market is now a cornucopia of opportunities. Instead of hand-wringing and talk of market collapse, we should be celebrating that so many restored and immaculate cars are now so affordable for so many. While there's been an oversupply in the market that has lowered prices, sale rates have been up to 90 percent, buyer activity is good, proper stuff can make well over estimate, and sellers have become much more sensible with reserves. But much more importantly, there's value in spades and after a decade of hype and price overheating, market dynamics now firmly favour the enthusiast. The way it should be.

Not a week goes by without me spotting something that's had a whole hill of money spent in restoration and refreshening, now being sold at a fraction of those costs. When I leaf through history files, it's clear that the biggest financial winners over the last two decades have been the restorers who have made a decent living bringing the dreams of starry-eyed enthusiasts to life and keeping those dreams sparkling.

> **'It's wonderful that all those classics we'd long fancied are now coming back into our financial orbit'**

And without those skilled restorers, the market wouldn't have the level of quality it does now, and survival rates of many classics would be much lower. And hats off to the enthusiasts who were brave and well-heeled enough to stump up all that cash.

Having closely watched this market since the Eighties, I'd argue that we're in one of the best places we've ever been. We don't have the dark and corrosive forces of speculators or investors, all that insane price invigoration and bull market nonsense has disappeared, there's huge transparency in the auction market with digital tools to track prices and, as a breed, we are much more informed and expert. I do worry that there's a growing trend for some auction houses to just put 'Sold' rather than declaring the final hammer price. What are they trying to hide and why? One of the greatest tributes to our industry has been transparency. Let's not compromise that.

And while there is a clear generational shift going on with Fifties and earlier metal no longer the force it was, the cars usually still sell at a price, hence the ten grand MG TCs, TDs and Triumph TR3s. It's the buyer activity that's important here and that appears to be consistent. Enthusiasts of all ages and generations are still being drawn into our market, and those numbers will increase as prices get ever more tempting. Modern metal and EVs may drive more people towards an analogue hobby classic which could increase market activity.

But what I find so absolutely wonderful – and I'm sure you do too – is the feeling that all those classics you'd long fancied are now coming back into your financial orbit after decades of seeming ever more unobtainable. The lists of affordable dreams seems to get longer and longer, filled with urgent possibilities. But to enjoy the guilty pleasure of vacant moments thinking of all the classics that you could buy, you need to know both current prices and the state of the market. Which is where we come in. *Classic Cars* has always made independent, honest, buying advice one of our key editorial core values. I'm proud to have helped deliver some of that advice. Follow us and our counsel, and you should stay ahead of the ever-evolving market.

Quentin Willson

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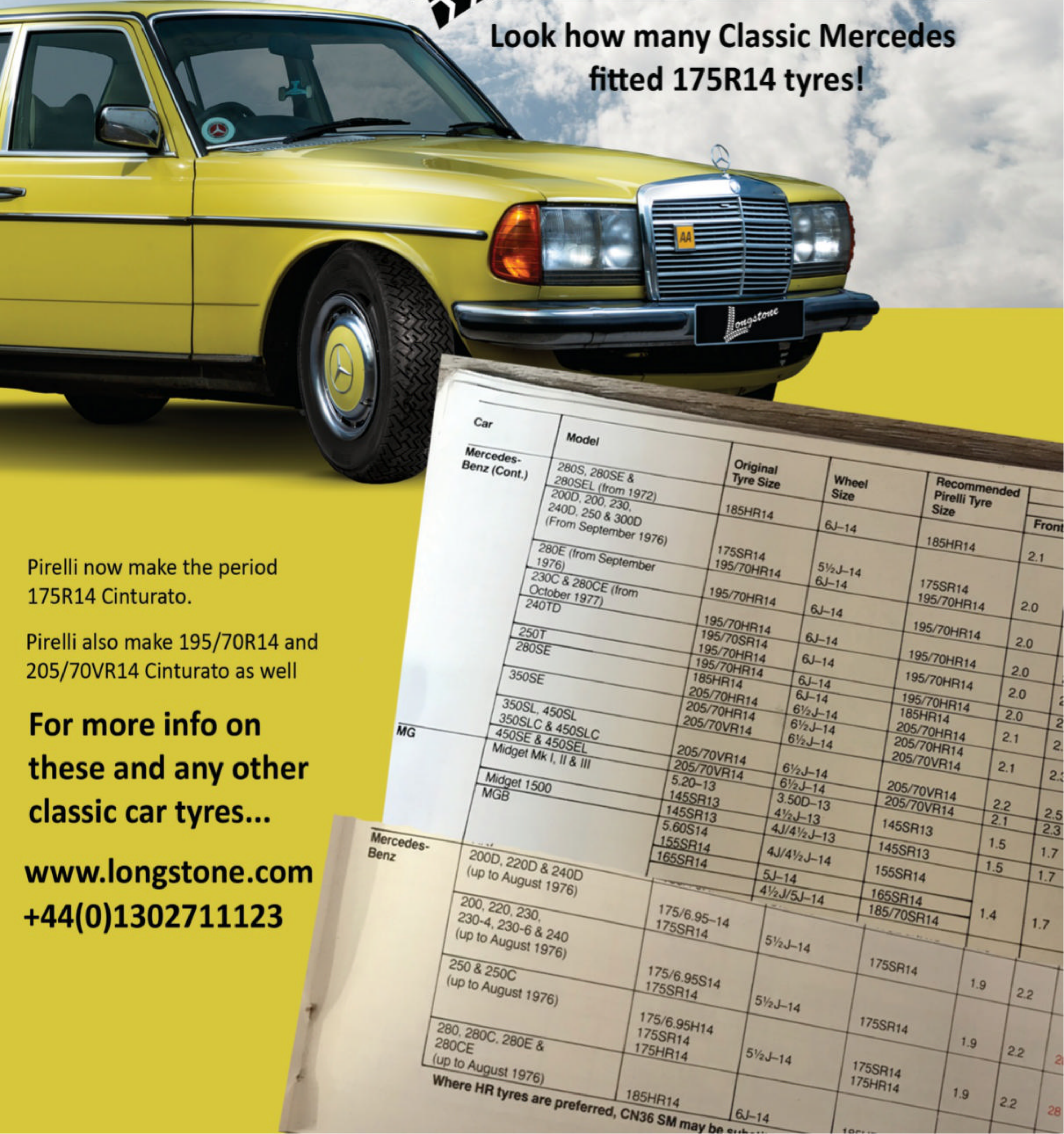

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	200D, 200, 230, 240D, 250 & 300D (From September 1976)	175SR14 195/70HR14	5½J–14 6J–14	175SR14 195/70HR14	2.0	
	280E (from September 1976)	195/70HR14	6J–14	195/70HR14	2.0	
	230C & 280CE (from October 1977)	195/70HR14	6J–14	195/70HR14	2.0	
	240TD	195/70SR14	6J–14	195/70HR14	2.0	
	250T	195/70HR14	6J–14	195/70HR14	2.0	
	280SE	195/70HR14 185HR14	6J–14	185HR14	2.1	
	350SE	205/70HR14	6½J–14	205/70HR14	2.1	
	350SL, 450SL	205/70HR14	6½J–14	205/70HR14	2.2	2.5
	350SLC & 450SLC	205/70VR14	6½J–14	205/70VR14	2.1	2.3
	450SE & 450SEL	205/70VR14 205/70VR14	6½J–14 6½J–14	205/70VR14 205/70VR14		
MG	Midget Mk I, II & III	5.20–13 145SR13	3.50D–13 4½J–13	145SR13	1.5	1.7
	Midget 1500	145SR13	4J/4½J–13	145SR13	1.5	1.7
	MGB	5.60S14 155SR14 165SR14	4J/4½J–14 5J–14 4½J/5J–14	155SR14 165SR14 185/70SR14	1.4	1.7

Mercedes-Benz	200D, 220D & 240D (up to August 1976)	175/6.95–14 175SR14	5½J–14	175SR14	1.9	2.2
	200, 220, 230, 230-4, 230-6 & 240 (up to August 1976)	175/6.95S14 175SR14	5½J–14	175SR14	1.9	2.2
	250 & 250C (up to August 1976)	175/6.95H14 175SR14 175HR14	5½J–14	175SR14 175HR14	1.9	2.2
	280, 280C, 280E & 280CE (up to August 1976)	185HR14	6J–14			

Where HR tyres are preferred, CN36 SM may be

ALEX RILEY

As the vagaries of wear, tear, and unknown levels of maintenance expertise affect a car, it's hard to know if the example you're driving is truly representative

Alex landed his first television job in 1998, working behind the scenes on *Top Gear.* He's made several classic car TV series since, and currently writes and presents *The Car Years* on ITV4.

PHOTO: JOHN LAKEY

A friend of mine has a rule when buying a new car. He doesn't drive it first. He takes the view that a quick test drive will reveal very little about the car, but it might sew a seed of doubt and put him off the whole idea.

After all, a very quick run around the houses with a salesman in the passenger seat, and maybe a quick squirt between two roundabouts on a dual carriageway isn't exactly scientific. In fact, the rumour I heard was that Ford used to deliberately optimise its cars to be refined and effortless on a short test drive, because that was the only moment that really mattered in sealing the deal.

If you're buying a classic, a test drive is essential, but it can be much more confusing, because no two examples are the same. If it's noisy, does that mean they're all noisy or that the test drive car has got the wrong door seals, or the factory sound-deadening has rotted away? If the engine's a bit flat, are they all like that or are the carburettors fitted with the wrong needles, or is the tank full of rust? If the ride's lumpy, is it the suspension design, or has it got rock-hard 20 year old tyres?

‘The brakes were so bad, I had to stand on the pedal, and it was very hard to slow down enough for corners’

I'm always excited about driving cars for the *Car Years* TV show because we only pick the best models of their era. By the day of filming I've read and absorbed so many period road tests and I'm convinced the car in question is going to be incredible.

Then I jump in for the very first time, realise that I'm too tall to get comfortable and then spend most of the day driving up and down the same few bits of road, doing three point turns and following the camera car. Any dreams of a life-changing drive disappear very quickly. The joys of the best cars still shine through, but again, you're relying on the health of the particular example you're driving on the day.

For the 1977 show I picked the *Smokey and the Bandit* Pontiac Firebird Trans Am which was lauded as America's last surviving performance car in the ‘malaise era.' I read all the Seventies road tests and was expecting a tidy handling muscle car with charisma.

As the most famous Firebird – Jim Rockford's Firebird Esprit being a distant second – there are a lot of '77 Trans Ams around, and we found a car pretty quickly. But owners kept cancelling and in desperation we had to persuade a chap with a black and gold 1980 Trans Am Turbo to loan us his car, even though it was off the road, and needed ‘a few jobs' doing.

The alarm bells rang when I started the engine and within minutes the entire car had disappeared in a cloud of exhaust smoke. I did a three-point turn and the gearknob came off in my hand. The little detent switch underneath was a razor-sharp piece of tin. The brakes were so bad I had to stand on the pedal just to stop it creeping in Drive, and it was hard to slow down enough for corners, essential when the tyres would squeal and the rear step out at 25mph.

A low point was coming over a blind crest to find a stationary Golf sideways in the road. I braked as hard as I probably ever have before, and the driver's face was a picture as she saw the Trans Am slewing sideways towards her, skidding to a halt with inches to spare.

Being a professional, I was able to work out that this car might not be representative of all Trans Ams, so focussed my driving impressions on the engine and T-bar roof instead. Vicki picked the Aston V8 Vantage. Her car was absolutely immaculate. It won.

Alex Riley

Self-made captains of industry basked in the Shadow's reflected glory

Speed of change at Rolls during the Sixties was fast

MPH
KPH
SMITHS
MAIN BEAM
PARK
OFF
GEN
ACC

Palace Revolution

60 years ago, the **Silver Shadow** changed Rolls-Royce, and the concept of luxury cars forever. We reflect on its impact with a drive in this impeccable example

Words SAM DAWSON Photography JONATHAN FLEETWOOD

ROLLS
RR
ROYCE

Shadow exceeded all Rolls-Royce's expectations

PIONEER
arc

At a stroke, Shadow made Rolls in tune with the times

Epsom Downs racecourse is an unusual place at dawn. Just off the perimeter track, Jaguars and BMWs shuttle commuters from one of the country's wealthiest neighbourhoods to work in the City of London, skyscrapers glittering on the horizon over the shoulder of the old grandstand. Equestrians, horses and grooms bustle quietly about their business. Driving into the centre of the racetrack complex feels like a clandestine activity, surely off-limits to the general public. But not when you're in a Rolls-Royce Silver Shadow. Groundsmen down tools and back off, ramrod-straight, when it approaches, suspension bobbing gently over the gravel track. A car like this is always driven by a *someone*.

And yet, there is something so appropriate about encountering the horse-racing world behind the thin-rimmed Bakelite wheel of this car. Behind the elitist image of the Sport Of Kings is a tremendous melting-pot. Old money rubs tweed-clad shoulders with the self-made. Season-ticket holders spectate alongside people who've been saving up for years to enjoy that one moment of indulgence. Pillars of the Establishment queue alongside career criminals at the bookies' booths. Horses owned by vast syndicates of ten-bob millionaires compete against those owned by actual millionaires. Anyone could win, anyone could lose. And any one of them could have arrived in a Silver Shadow.

Because this car was as revolutionary in its own right as the Mini or the Jaguar E-type. It may almost border on being road-furniture nowadays – and as we shall discover, there are good reasons for that – but in the context of 1965, it was so radical for Rolls-Royce as to be almost shocking.

Just entering this example – currently for sale with Ranmore Engineering – it harbours a clue as to why. Squeeze the elegantly tapered chrome doorhandle and feel the sheer heft of the driver's door as it swings outwards, as though that varnished wooden capping is just the visible part of an entire panel secretly made of solid walnut. It comes as a surprise, then, that the weight lies almost solely in the furnishings – it's actually aluminium-skinned. And you step down, not up, to get in.

The Silver Shadow was Rolls-Royce's first monocoque. And for a marque like this, that was a seismic shift. Purists had sniffed at the 1946 Silver Wraith, the first standardised, steel-bodied Rolls-Royce, while accepting to a degree that it merely reflected the austere times that sired it, and things would improve in future. Besides, at least underneath the Crewe-built metal was a separate chassis that could still be clothed to order by one's chosen coachbuilder. It was a state of affairs which persisted throughout the life of the Wraith's flamboyant successor, the 1955 Silver Cloud. But traditionalism still reigned. The Cloud was a formal limousine to be driven in, rather than drive yourself. Its dimensions were vast and unwieldy, suited to the coach house of a stately home and the skills of a professional chauffeur. And in the billowing sweep of its wings still lay the outline of an inter-war art-deco behemoth with running boards.

At the 1965 Earl's Court Motor Show, Rolls-Royce showed off its new monocoque as a cutaway, in the same way BMC did with its little 1100/1300 series, drawing attention to its technology. It wasn't just the unitary construction that marked a change for Rolls-Royce. This was also the first of the marque with independent rear suspension and all-round disc brakes. Self-levelling suspension technology bought in from Citroën was incorporated at the rear. 'Like seeing Royalty in the nude,' quailed one commentator. And yet, this Rolls-Royce was the product of a new reality. There would be no more separate-chassis commissions. Coachbuilders would have to resort to the unthinkable practice of cutting-and-shutting to create variants. But Rolls-Royce had assembled the Shadow's brief by consulting the chauffeurs as rigorously as their employers.

Guaranteed refinement, but unexpectedly nimble

Following fall from grace, Shadow now offers everyman luxury

1971 Rolls-Royce Silver Shadow

Engine 6750cc V8, ohv, two SU HD8 carburettors **Power and torque** 197bhp @ 4500rpm; 406lb ft @ 2500rpm **Transmission** Three-speed automatic, rear-wheel drive **Steering** Recirculating-ball, power-assisted **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers. Rear: independent, trailing arms, coil springs, hydropneumatic height-control rams **Brakes** Front and rear: discs, servo-assisted **Performance** Top speed: 120mph; 0-60mph: 10sec **Weight** 2100kg (4630lb) **Fuel consumption** 12mpg **Cost new** £6971 ***Classic Cars* Price Guide** £6250-£21,000 (unrestored example)

Whisper-quiet V8 offers 6750cc, 197bhp and 406lb ft

Modern Shadow drew young, well-heeled celebrity owners

Automatic shifts are effortless; it is a Rolls after all

Silver Shadow marked a number of debuts for Rolls-Royce

ROLLS-ROYCE

‘For many self-made captains of industry, Silver Shadows were the ideal daily driver to swap a Jaguar for’

Turn the ignition key, and there’s the briefest of woofles from under the bonnet before the precisely-bored 6.75-litre engine settles down to near-silence. It’s still a V8 though, with the persistent off-beat that brings, manifested as a heavily-damped heartbeat pulsing up through the deeply-padded leather seats. The column-mounted automatic gearchange shifts into Drive with fingertip effortlessness, a strangely egotistical feeling imparted when such a small movement prompts a comfortably damped but powerful shudder through the structure as the General Motors-sourced Turbo-Hydramatic 400 prepares to convert a reputed 406lb ft of torque, peaking at a lazy 2500rpm.

Just as I pull away into a blazing summer morning over Box Hill, I spot a feature that sums up both the Shadow’s era, and its status as a car for owner-drivers, completely. On top of the dashboard, set into a thick quilt of leather, is an ashtray at the wheel’s one o’clock position. As a car made in 1971, ashtrays aren’t exactly a surprise – every passenger in a Cortina got one back then, and the Shadow has a beautiful chromed cylindrical double item set in the centre console that revolves 180° into use. But the one on the scuttle seemingly exists purely so that the driver can tap off cigar ash without taking their right hand from the steering wheel. Chauffeurs wouldn’t be allowed to do that. In that position in a Silver Cloud you’ll find a big air vent.

Mixed in with suburban commuter traffic, the Shadow feels unexpectedly nimble. Despite being considerably smaller and lighter than a Silver Cloud, it actually boasts more interior space. Its lines – the work of ex-Gurney Nutting Rolls-Royce long-termer John Polwhele Blatchley, himself steeped in 30 years of art deco traditionalism – seemingly drew inspiration from the 1959 Mercedes-Benz 220S *Heckflosse* in the way it blended slab-sided, straight-lined modernist rationalism with expected luxury car trappings like the chrome grille and elegant lamp housings.

The result floods the interior with light, and makes it easy to place the Silver Shadow on the road. The torque delivery is instant underfoot, making it possible to spring opportunistically through gaps left by modern SUV drivers unable to judge the extremities of their behemoths. Only the steering lets the Rolls down. ‘Winding roads are best taken sedately,’ *Autocar* stated in its first Silver Shadow road test. ‘The power-assisted recirculating-ball steering is light and has constant ratio, but has a leisurely response around the straight-ahead that can make correcting steering in side winds a chore.’

Rolls-Royce belatedly responded to this criticism in 1977 when it swapped the original setup with rack and pinion. But as I break free of traffic just outside Dorking and find the very kind of country lane that upset those Sixties road testers, I’m reminded of two very different cars, both of which demonstrate how effective the Shadow was as an owner-driven grand tourer – the Alvis 21-series, and the Citroën DS. The Shadow possesses the former’s sense of compact, driver-focused, refined British quality and craft; yet it’s blended with an aeronautical effortlessness associated with the French manufacturer’s most ethereal avant-garde phase. You can picture a Shadow owner in the late Sixties leaving a London mews house or even – whisper it – an angular, architect-directed piece of outer-suburban modernism, threading through town and heading for Europe via Hoverspeed ferry. All the while dressed in sports-jacket and cravat rather than double-breasted three-piece, and even enjoying the drive as the car swoops silently through bends like a low-flying glider between thermals, guided lazily by a couple of fingers on the thin wheelrim. I’m not for one minute suggesting that the Silver Shadow is a viable alternative to, say, a Maserati Ghibli or Aston Martin V8 in the GT stakes, but it wouldn’t be far behind either on a transcontinental tour.

Initially, the Silver Shadow seemed to catch that racier end of the market unawares with its blend of prestige, power and genuine practicality. Younger celebrities flocked to them as

Elegant, opulent, but above all, luxurious readily as they did with E-types and DB5s a few years earlier. For self-made captains of industry, they were the ideal daily driver to trade in a Jaguar for, given the way they dealt with urban traffic. With the new ownership came a broader colour palette too – this car's Silver Mink paint, introduced in 1969, was part of a new range of metallics, stepping away from the dark formality and placid pastels usually specified on Fifties Rolls-Royces.

This particular car was owned by health and education philanthropist Lady Pauline Harris, whose husband, Lord Harris of Peckham, founded Carpetright. Lady Harris could visit a school or hospital in this Silver Shadow and not feel as incongruous as she might have in a chauffeur-driven Cloud or even a Daimler DS420. And yet, as I experienced earlier today, it's also the perfect car to park up at Epsom to watch one of the Harris stables' Hello-named racehorses charge to victory through a pair of Tasco pocket binoculars.

But this state of bliss for the Shadow didn't last, and in a roundabout way, it was partly because of the way it was made. The steel unibodies could be pressed as quickly as any mass-produced car, the production of the Shadow turned around in four months from order to delivery – the previous generation of Rolls-Royces had sometimes taken a year to arrive on owners' doorsteps. They were still exorbitantly hand-finished – painting one took six weeks – but they could be sold faster and more profitably than any previous Rolls-Royce, and had the benefit of having been launched into an economic consumer boom.

But dark headwinds blew it off course. The 1973 oil crisis and ensuing recession made its 12mpg thirst deeply unattractive. Recognisable as a symbol of conspicuous consumption, it also became increasingly unviable in the director's car park too. Bad news, pay cuts and layoffs resulted in keyed flanks and smashed windows. Second-hand values plummeted in the Seventies, driven down especially hard by the fact that so many had been built so quickly. Nearly 18,000 Shadow Is were built up to 1977. By contrast, just 2238 Silver Clouds had left the Crewe factory in the ten years before the Shadow replaced it.

This forced the Shadow into a long, deep nadir. When Jethro Tull sang 'Now they've repossessed the Rolls-Royce and the mink' on their reflection on the Winter of Discontent, *Fallen On Hard Times*, you just know it was a Silver Shadow that Ian Anderson had in mind when conjuring up images of flash-Harrys living beyond their means. Hanging around on bombsite-and-bunting used-car forecourts at knocked-down prices, Shadows became the choice of the disreputable and vulgar. Kenneth Noye infamously transported the smelter reputedly used to melt down the stolen Brinks-Mat gold in the boot of his. Shadows with hasty white resprays over rust-bubbling flanks underpinned hordes of wedding-hire businesses, bodged from one year to the next, once-silent engines developing a tappety rattle as they soldiered to one reception after another.

By the Nineties Silver Shadows were so cheap they became regular sights on banger-racing tracks, their handbuilt V8s left dumped in breakers' yards while the racers fitted Essex V6s from Ford Granadas. In 1998, an all-Silver Shadow destruction derby was even held at the Essex Arena. The Shadow on the cover of Oasis's 1997 album *Be Here Now* was submerged in the swimming pool of Stocks House in Hertfordshire for real for the photoshoot. Not even The Who's Keith Moon dared do that – the car he infamously drove into a pool was actually an old Chrysler.

Even by the late Seventies, it also felt as though the Silver Shadow was living on past glories even as a new car. The 1977 Shadow II makeover might have made it better to drive, but its plastic impact bumpers, 'Everflex' vinyl roof and optional chin spoiler sat at odds with its delicate Sixties detailing. In 1977, *CAR* magazine pitted a new Shadow II against the Cadillac Seville, Jaguar XJ12 and Mercedes-Benz 450SEL 6.9, and found it kicked into third place ahead of the American. Owner-drivers

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Shadow gently flung into heat of Sixties luxury car battle

This was a car for both chauffeurs *and* owner-drivers

More space and driver appeal than Silver Cloud forebear

Vast grille? Check. Modern Sixties elegance? Check.

A grand design: stately Shadow now an accepted classic

wanted dynamism in their luxury saloons, and even with rack-and-pinion steering, the Rolls-Royce lagged behind Coventry and Sindelfingen. The Jaguar, by contrast, still surrounded its driver with wood and leather, even if it was installed with typical British Leyland crumminess, but its 5.3-litre V12 engine was even smoother and quieter than the Rolls-Royce V8.

In a way, perhaps the most embarrassing or flattering presence in that shocking landmark road test, depending on your perspective, was the Cadillac. It was based on a humble Chevrolet Nova, and spearheaded what could charitably be described as a large-scale Shadow-imitation industry on the other side of the Atlantic. By the late Seventies, the likes of the Buick Riviera, Chrysler Cordoba and Mercury Cougar had all become paeans to the Silver Shadow, wrought in plastichrome and leatherette, with vast angular grilles and slabs of fake wood on the dashboard de rigeur for anything much bigger than midsized. The result left the Silver Shadow looking like the ultimate pimpmobile. King of the land yachts. And also deeply questionable value given what Jaguar and Mercedes could offer for half the price. Arguably it's an accusation which continued to eat away at Rolls-Royce for the best part of 30 years. Neither the 1980 Silver Spirit nor the 1998 Silver Seraph made the kind of market or cultural impact the Shadow did and enjoyed in the Sixties. It wasn't until the company revisited the idea of a proper full-sized Silver Cloud-style formal limousine in the form of the 2003 Phantom that the marque finally found a sense of purpose akin to that which the Silver Shadow imbued.

And yet, would the executive luxury saloon, aimed at the owner-driver, exist were it not for the Silver Shadow? Prior to its emergence in 1965, there was a gulf that existed between mere big saloons and the world of genuine luxury dominated by chauffeur-driven cars, which only the Jaguar Mark X really attempted to bridge. And it failed to do so. The Silver Shadow, by contrast, exceeded Rolls-Royce's expectations. No wonder the rest of the world – and the Americans in particular – copied it. Nowadays, everything from the BMW 7 Series to the Lexus LS owes something to the Silver Shadow.

As I turn into the winding drive of Hartsfield Manor, I reflect on changing roles. This stately home was originally built for wealthy transatlantic merchant Arthur Woodriff Jaffray, and it's almost inevitable some of the assorted landowners and captains of industry inhabiting the place over the ensuing century had a Rolls-Royce in the garage, as well as a chauffeur living in a room above it. By the time the Silver Shadow was launched in 1965, this place was a training centre for Midland Bank employees. It, like Rolls-Royce, was forced to change with the times. A postwar world where the aristocracy no longer lived in vast houses like this, nor employed armies of servants. A time when self-made people like the Harrises could amass Rolls-Royce levels of wealth, but still live fundamentally middle-class lifestyles. It was a faster-moving time of greater equality and opportunity.

As I park the Shadow up on the drive of the Manor – now a luxury hotel – I realise how it, too, has embodied that spirit of Sixties ecstasy to this day. After its banger-racing lows, it's emerged as a kind of everyman luxury classic. You can spend in excess of £30,000 on a beautifully restored Shadow I like this one, or take a playful £6k punt on a slightly down-at-heel Shadow II and improve it as and when, using it sparingly on special occasions, knowing that as its darkest days have passed, it's a safe place for your money as the only way now is up.

And yet they're still affordable. A far cheaper way to get into handbuilt British luxury than an Aston Martin, Bristol or Alvis, yet no less intoxicating to experience on a sensory level. The Silver Shadow has come full-circle. In 1965, they were a car for a *someone*. In 2025, they're a car for *anyone*.

Thanks to: *Ranmore Engineering (ranmore.webflow.io) where this car is for sale; Hartsfield Manor Hotel (hartsfieldmanor.co.uk)*

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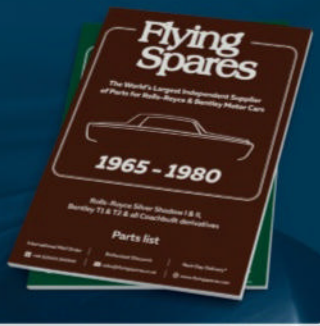

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Nothing funny about Jimmy Tarbuck's choice of Rolls, seen here with wife Pauline

EVENING STANDARD/STRINGER/GETTY IMAGES

Silver Shadowing the stars

How the Sixties Rolls-Royce simultaneously epitomised Swinging London and the establishment

Words ANDREW ROBERTS Photography ALAMY/GETTY IMAGES

Sexbombs: Tom Jones had a soft spot for a Rolls

TRINITY MIRROR/MIRRORPIX/ALAMY

One of the best-known stories about Sir Michael Caine concerns the day in 1968 when he decided it was time to buy his first car. After handwriting a shopping list – 'Milk, bread, newspaper, cigarettes, Rolls-Royce' – he strode forth that morning in an unshaven state to the dealership of Jack Barclay. Unfortunately, as Caine recounted in his 2024 memoir *Don't Look Back, You'll Trip Over: My Guide to Life*, they were unimpressed when he recited the list, 'I was slung out on my ear.'

Undeterred, Caine next visited HA Fox & Co, who not only recognised him but also had in stock a Silver Shadow Drophead Coupé, a cancelled order from the playwright Sir Terence Rattigan. The actor bought UGN 842F, and with the hood lowered, had his chauffeur drive past Barclay's showroom so he could give the commissionaire the V-sign.

Aside from the door staff's failure to receive an Oscar-nominated international film star, the key to the story is Caine's choice of car. When the Silver Shadow made its bow in 1965, it heralded a new age of Rolls-Royce. Its Silver Cloud predecessor still conveyed a stately ethos, while the new model seemed as up-to-the-minute as the 1961-built Post Office Tower, now known as the BT Tower. If David Hemmings' photographer character in Michelangelo Antonioni's 1966 classic film *Blow-Up* drove a Silver Cloud III Drophead Coupé, a Silver Shadow was almost certainly on the distant horizon.

And the latest Rolls-Royce appeared equally at home on the King's Road as did at Glyndebourne. It appealed to the traditional Rolls-Royce customer – Princess Margaret favoured the long wheelbase version in Cardinal Red – as well as to actors, singers, or up-and-coming entrepreneurs. Caine was perhaps the archetypal Silver Shadow owner of the age – self-made, highly cultured and, at 35, relatively young, but still old enough to have experienced The Blitz and post-war austerity. The sole missing element was that the actor could not then drive, while the Silver Shadow was perfectly suited to well-heeled individuals who wished to take the wheel.

Other high-profile thespian Shadow owners were Laurence Harvey and Peter Sellers, both of whom were devoted motor enthusiasts. Harvey was on Rolls-Royce number 27 by 1967. Sellers, as part of his apparent quest to own every prestige vehicle on the planet, ordered a red Silver Shadow two-door

'The Silver Shadow appealed to the traditional Rolls-Royce customer as well as to actors and singers'

Only the best for Seventies footballer George

POPPERFOTO/GETTY IMAGES

MIRRORPIX/GETTY IMAGES

Shut that (car) door: Noele Gordon and Larry Grayson were both Shadow owners

'Popular entertainers are another significant aspect of the Silver Shadow's success'

saloon from HA Fox. The famously erratic Sellers once decided to be an unofficial traffic policeman by chasing an errant Triumph 2000 driver in his Rolls-Royce, while calling an unimpressed Scotland Yard from his in-car telephone.

The Silver Shadow was just at home parked in Abbey Road as it was at lots at Pinewood Studios. A famous 1969 picture has songwriter Gordon Mills sitting astride his Rolls-Royce, sandwiched between the older Crewe products of Tom Jones and Engelbert Humperdinck. In 1975, Elton John ordered a Silver Mink Bentley Corniche Convertible, and in 1979, Freddie Mercury traded in his Daimler for a five-year-old Shadow in Silver Chalice. 'I'm the one member of the band for whom money isn't endearing. I'm the one who spends it straight off,' he said.

The Silver Shadow was equally suited to younger sporting personalities, notably George Best, the first footballer to eschew the short-back-and-sides ethos. By December 1972, his car of choice was an Acrylic White Rolls-Royce, which he described as, 'a great help in the pulling stakes.' The previous year, Jimmy Tarbuck took delivery of a new Silver Shadow Convertible, registration COM 1C. He acquired the number plate in 1968 and transferred it to his latest car. Tarbuck told *The People* newspaper it was the ultimate in his Rolls-Royce pantheon, while the newspaper noted the 'lush shaggy red carpet' and 'built-in stereophonic record player.'

Popular entertainment personalities such as Tarbuck are another significant aspect of the Silver Shadow's image. It was the Rolls-Royce that symbolised unenvied success; proof that 'one of your own' had reached the very top. A Phantom seemed too grandiose – unsurprisingly, filmmaker Michael Winner owned one – while the Shadow was ideal. Noelle Gordon, the actor/producer behind

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No sacrifice for Elton: Rolls and Bentleys staples for John

CALIFORNIA
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The British Job: no Italian classics for Michael Caine

PAUL HARRIS/GETTY IMAGES

the splendidly awful soap opera *Crossroads*, acquired her Rolls-Royce, registration NG10, in May 1974; 'I know it's an indulgence, but it's my own personal pride and joy,' she said of her purchase. Away from the motel, she opened Tesco branches, and her public would expect her to arrive by Silver Shadow.

Perhaps the highest profile light-entertainment Shadow owners were Morecambe & Wise. Eric bought his Rolls-Royce to replace his Jensen Interceptor, as he required chauffeur-driven transport following his 1968 heart attack. Ernie, the keener motorist of the duo, once wryly described his Silver Shadow as his 'Aren't I Doing Well Car'. This was more than a means of transport, it was owned by a comedian who began his career in working men's clubs at the age of six. Similarly, Ronnie Corbett's Shadow consolidated his success in *The Two Ronnies*, even if it suffered a mishap while on delivery. The factory chauffeur managed to sink it 'up to its hub caps in gravel' when mistaking a lorry emergency escape ramp for a layby.

Another Silver Shadow that represented very hard-won stardom was comedian and actor Larry Grayson's '3 LG'; the white Rolls-Royce was even part of his stage act.

For too many years, the Silver Shadow was taken for granted as a faded wedding car, but it is now properly appreciated as one of the most important chapters in Rolls-Royce's history. In 1965, the Shadow marked the point where new London and old money coalesced. *Time* famously wrote, 'The city is alive with birds (girls) and Beatles, buzzing with minicars and telly stars.' It could have equally mentioned Silver Shadows.

Regal Rolls: Princess Margaret chauffeuered in a Cardinal Red lwb

PA IMAGES/ALAMY

[Interview]

'I WOULDN'T HAVE WANTED TO GET MARRIED IN ONE!'

Steve Drewitt started restoring Rolls-Royces in the Seventies – just in time for a glut of depreciated, ailing Silver Shadows to land on his doorstep. Now, he remembers the Shadow's darkest days – and its route out of the doldrums

Words SAM DAWSON Photography STEVE DREWITT

'The early Nineties was definitely when Silver Shadows hit rock bottom,' recalls Steve Drewitt, who set up his Rolls-Royce restoration business, Silver Lady Services, in 1991. 'While the Seventies oil crisis didn't help their residual values, what really knocked them the hardest was the Bentley Mulsanne Turbo. The new Silver Spirit already made the Shadow look old, even if it wasn't as elegant, but this performance variant was something altogether different – and Shadows got neglected.

Just because it's a Rolls-Royce, doesn't mean it doesn't rust...

'The worst aspect of neglected Shadows is the hydraulic system, the brakes in particular. The brake hoses need changing every eight to ten years, even with light use. But if this isn't done, the system will seize up and you'll need to replace everything which will cost £5k, £3k of which is parts alone. And if someone spent less than that buying the car, they soon give up on it.

'I'm reminded of the owner of a gold Shadow who'd spent £6k on it and it still hadn't seen the road because of endless electric problems. Buyers like this were rarely mechanics themselves, and what was intended as a nice car to run around in ended up being broken for parts. They often ended up in gardens, parked on lawns as they wouldn't fit in suburban garages, and then before long the floorpan would be rusty and in need of welding.'

Not everyone had space issues or lacked mechanical competence. 'Quite a few buyers of cheap Shadows were farmers,' says Drewitt. 'They'd snap them up and put them in their barns, with the intention of working on them themselves and selling them on for a profit or owning a Rolls-Royce on the cheap. But they often didn't realise they were cheap for a reason.

'People often seemed to assess a Rolls-Royce on the quality of its interior, without realising that the trim is very hard-wearing and one of the easiest bits to work on in a Shadow – the woodwork in a Sixties Jaguar is actually more complex. The engines are reliable too, but they get tappety.

'They rust too. Post-1977 Shadow IIs more than Shadow Is. Sills and wheelarches are the worst places, and while any bodyshop would be familiar with the cut-out-and-weld-in repair that would be needed, the problem in the Eighties and Nineties was the cost of replacement body panels. They were only available from Rolls-Royce, with price tags to match.'

However, enterprising specialists used abandoned Shadows to their – and enthusiasts' – advantage. 'Ben Handford's Flying Spares was a real gamechanger,' says Drewitt. 'He started out by breaking cheap Shadows for spares, now he makes his own body panels, selling them far cheaper than Rolls-Royce did.

'Wedding Shadows were generally in awful condition! I had a customer with a fleet of four Shadow Is, but he'd bought them all cheap and was doing the bare minimum to keep them all running. It was a common theme then, with two kinds of person getting into it; people who'd just retired and had an idea for a small business they could run; or people who were starting a business with £5k-£10k startup cash, who'd look to buy as many Shadows as they could. Rust would be breaking through, and they'd "fix" it with tape.'

Usually though, buyers of cheap Shadows were just eccentrics. 'A guy had found a bright red Shadow II for sale in Glasgow for £3.5k, bought it sight unseen, gone there to collect it, and drove it down to me in Bournemouth,' Drewitt says. 'He dropped it off and said "I'm taking this on tour to Monaco next week, it just needs the brakes looking at." It turned out to need new wheel bearings, entire new brake assemblies, and all new hydraulic hoses. I asked him how he managed to get it down from Glasgow without having an accident and he just shrugged. I managed to do the £8k-worth of work in the end, and he made it to Monaco, where he said the car got more attention in Casino Square than all the supercars.'

Steve Drewitt made saving Shadows a key part of his business

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TAILOR-MADE TESTAROSSA

One man's dream of creating his own bespoke Nineties **Ferrari TR** should never have worked this well. No wonder it took ten years of effort from the very best in the business

Words NIGEL BOOTHMAN Photography JONATHAN FLEETWOOD

Aluminium body sits over tubular steel frame

Lighweight but civilised; cabin narrower than a standard TR

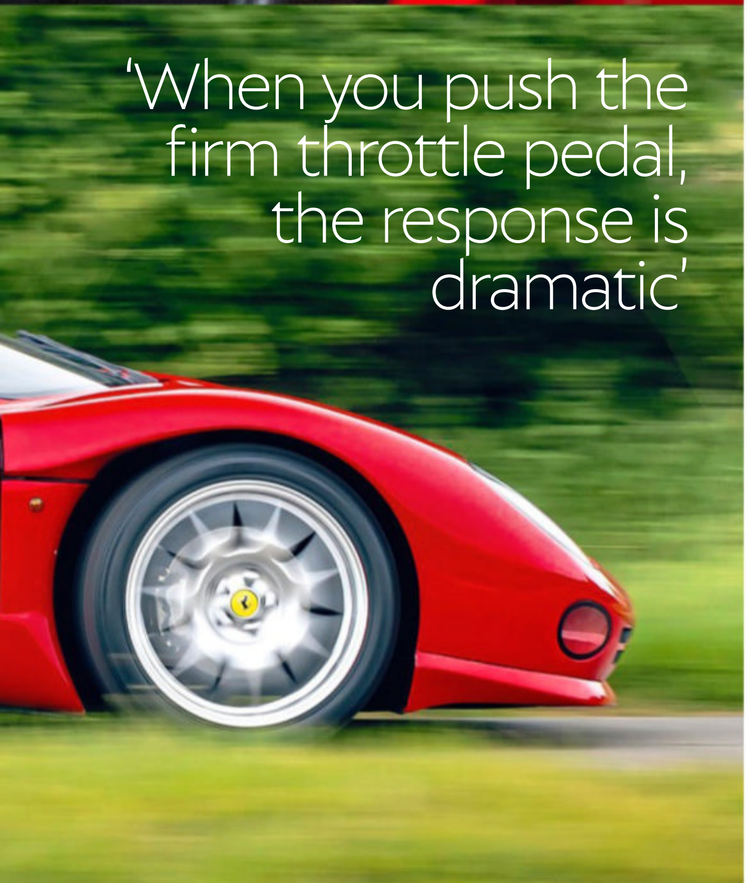
It's hard to believe after a day spent with this Ferrari, but no Italian *carrozzeria* had a hand in its creation. It was sketched on bits of paper – and a Pizza Express napkin – by an Englishman without any training in engineering or car design. It was bodied in Northampton and built by a workshop in a Cotswold town. Why? Not for motorsport or series production, but just because of one man's determination to complete a project that fascinated him.

All the edgy bits that usually give away a one-off or a concept car aren't edgy at all. The fit and finish are as good as Ferrari was producing in 2002, when this long project reached fruition. The air conditioning blows cold straight away, and with one twiddle of an unmarked, custom-machined knob on the centre console, the heater kicks in just as effectively. The doors click shut, almost under their own minimal weight. Among the project records are sheets of numbers from a wind tunnel, professionally printed designs for the new wiring loom and a ring binder dealing with noise control. All this sets high expectations, even before you drive it.

Under the skin is a mechanically standard, right-hand-drive 1991 Testarossa. That means a 4.9-litre, flat-12 with 390bhp, teamed to a long-legged five-speed gearbox. I suspect the overall gearing has been lengthened further still by the Ferrari 360 Challenge wheels; 18in diameter rather than the 16s on the Testarossa and still running tyres with a decent sidewall, so the rolling radius must have increased. At 60mph in top, we're turning over at barely 2000rpm. That would suggest 189mph at the 6300rpm peak output, or 202.5mph at the 6750rpm redline. The standard TR's top speed was road-tested at between 176mph and 181mph, defined not just by gearing but also aerodynamics and weight. While the gearing may have shifted a little, so have those other two limiting factors.

This body is made in 18-gauge aluminium over a skinny tubular steel frame, very much in the *Superleggera* manner, and care has been taken to eliminate excess mass. The seats are hinged carbon buckets, those racing wheels are as light as BBS could make them, the rear 'glass' over the engine is polycarbonate, like an F40, and the interior trim is as skimpy as possible while remaining civilised. How much it all saves has never been accurately recorded, which is frustrating, but guesses range from 50kg to 150kg. I'm erring towards the latter. Because when you push the firm throttle pedal, the response is dramatic.

There's so much torque once you're off idle, that by 2500rpm it's already going hard, with a linear heave that multiplies as you wind it out to the rev limit. That brawny growl builds in volume and tone, reaching a blaring crescendo that belongs on the back straight of an endurance race, and makes all your hair stand on end. The car flows round fast bends with no conscious input from the steering, which is high-geared and yet pleasingly light once up to speed. Find some tighter curves and it reveals a



'When you push the firm throttle pedal, the response is dramatic'

Living with a Ferrari Testarossa

Any coachbuilt one-off will bring its quirks of ownership, but as the Speciale remains standard Testarossa underneath, we can ask Bob Houghton's service manager, Russell Smith, what a TR owner might expect from a few years' motoring.

'They're pretty good if you drive them and look after them. The big task is the cambelt change every three years, and that's an engine-out job which takes about a week to complete and will cost £4000, plus VAT. I would recommend changing the transmission oil at the same interval; the gearbox and differential can suffer if driven hard so an oil change is wise. The clutch should last 20,000-30,000 miles and isn't too bad to do: about £2200 in parts and £1000 in labour.

'Lack of use is the biggest problem. For example, the KE-Jetronic fuel injection system is very reliable unless the car is parked for years and the fuel metering unit gums up, then you're into £2500 for overhaul, plus removal and re-fitting. Otherwise it's small issues like interior fan speeds needing a new transistor, or trouble finding replacement switchgear.'

Speciale drives as impressively as factory Ferrari

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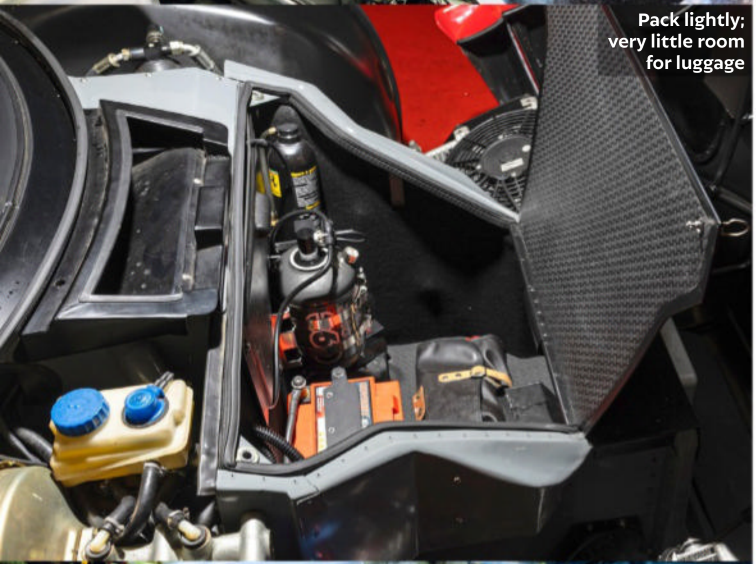

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LEATHER

lovely sensitivity that's rather Porsche-like in the little twitches of feedback it sends to your fingertips. Despite this sporting prowess, the ride is pliant and comfortable. Team it with the minimal body roll and lack of nervousness as you push it on poorer surfaces, and you realise the depth of development that went into sorting this much-modified Testarossa.

It's not all perfect – ironically, the original Ferrari gearbox and linkage prove to be the biggest bar to enjoyment, proving as baulky and stiff as you might fear from a hefty transaxle activated by multiple rods and joints. When cold, it's happier to be double-declutched up and down the 'box more like a vintage car, but once warm, you can show it who's boss and thump through the exposed gate. The gearchange, clutch, brakes and even the throttle are quite hefty, which doesn't feel in balance with the steering inputs at all, but then you could also say the same about factory Ferraris of the era.

The cabin is slightly lower than the original Testarossa and it's narrower too, as the seats come together inside huge sills. Yet the man who created this car is well over six feet tall, and with similar dimensions I can still get enough knee movement to brake hard while rolling my ankle over and blipping the adjacent throttle. Pedal heights are perfect for this, and the surly gearbox loves a bit of rev matching on the down-change. Storming towards a tight curve and heel-and-toeing from third to second, accompanied by a stab of flat-12 noise, is instantly addictive.

It does country roads with aplomb and yet it's lost nothing of the Testarossa's loping ability as a GT car, though the front luggage bin has gone. The faster you go, the more settled it feels, and it would be wonderful to try it where a natural cruising range of 90-140mph was safe and legal. There's no irritating wind noise, no front-end lift at any speed we dared try on a public road, no wandering from a true line. How on earth can one chap's private efforts have produced anything this good?

Because the gentleman in question, Robert Horne, chose his colleagues very wisely. The first was Bob Houghton, one of the best-known names in classic Ferrari-land, who has led his own specialist workshop in Northleach, Gloucestershire since 1981.

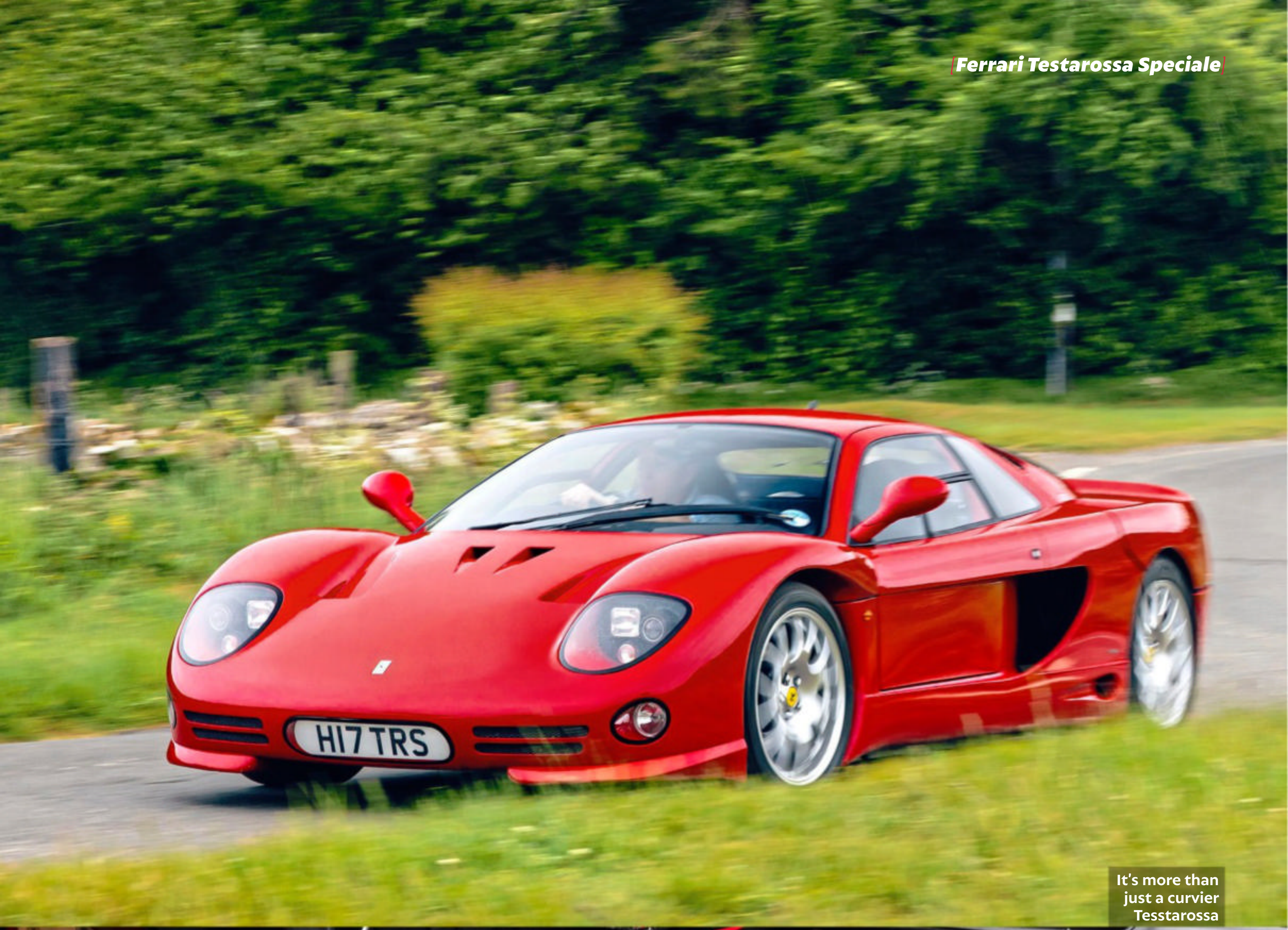
'I've known Robert Horne since 1974,' says Bob. 'He owned one of the 1970 512M Le Mans cars, and we used it to set the British Land Speed Record at Fairford, hitting 192mph in 1976. In the early Nineties, he came to us with this idea for a project.'

Robert Horne trained as a tailor before building a large and successful clothing company. Sadly, Robert's health prevents his direct involvement in our story, but Bob Houghton recalls exactly what the aims of the mission would be.

'Robert loved sketching cars, drawing them from all angles and developing ideas,' says Bob. 'Right at the beginning of the process he said he wanted to be able to see the engine, and that the front should have some resemblance to a 512S or M, while the doors are like 355 doors – the 355 was new in 1994 and Robert adopted that feature when it came out. Later, when the 360 Challenge came along, he adopted a similar panel between the rear lights. He picked up ideas from all sorts of cars.'

The first practical step was the acquisition of a 1991 Testarossa with just 16,000 miles, which went to Bob Houghton Ltd to have every part of its bodywork removed. When a great deal of sketching, model-making and testing was complete in late 1996, it was time to find a company capable of turning all the drawings and concepts into metal. Robert handed this task to Clive Smart of Shapecraft in Northampton, a man with the fondest memories of Robert Horne and his project.

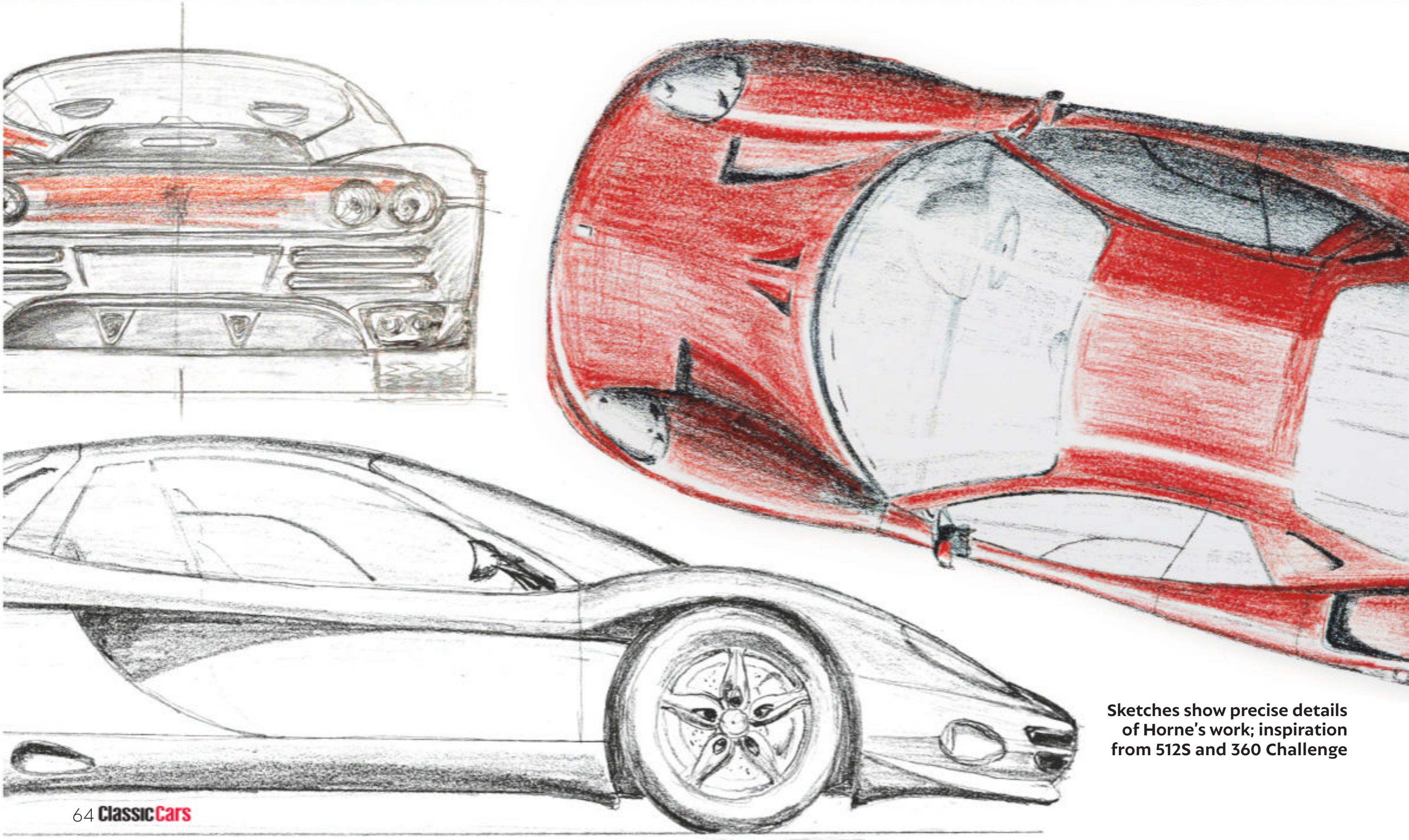
'Robert had come to check us out, to see if we were the right people for the job,' says Clive. 'He asked me to sign a document about keeping the details to myself, so I said, "Have I got the job?" He told me to follow him outside to his car, and there, in the boot of the Range Rover, was a huge lump under a sheet. We carried it into my office, put it down, and Robert whipped



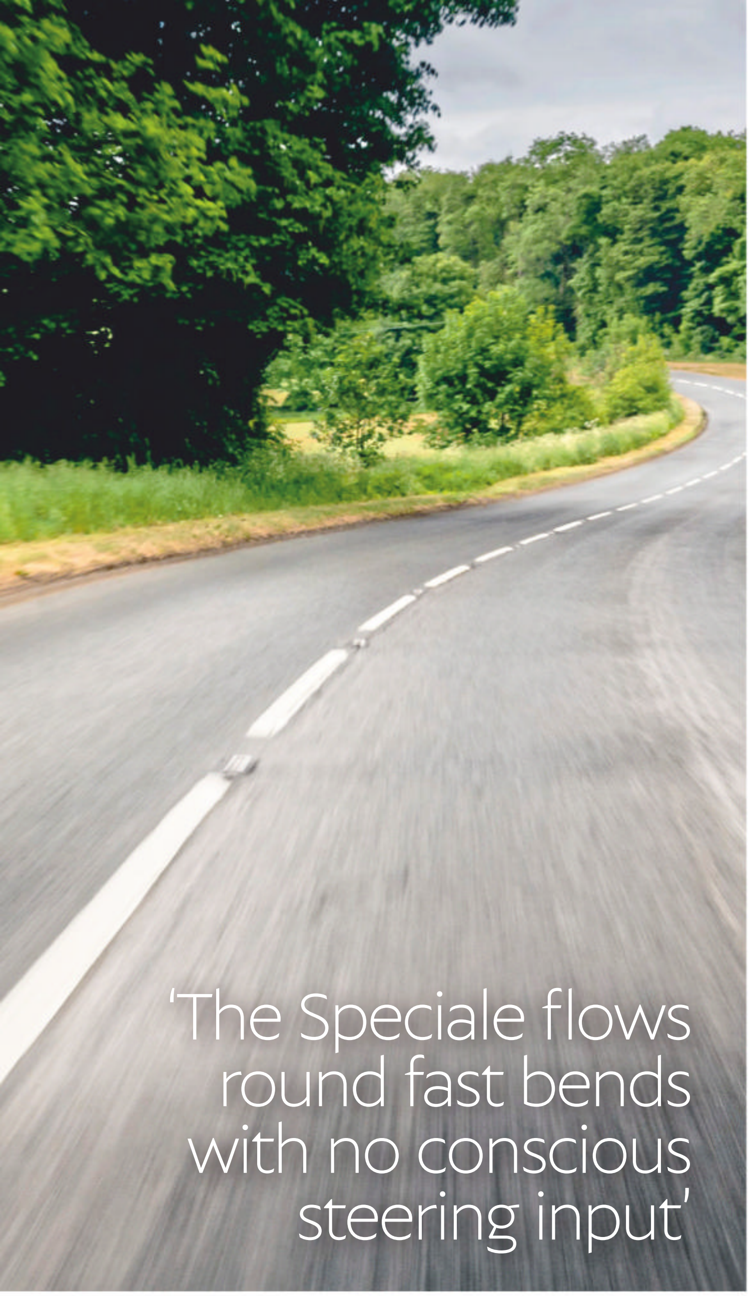
It's more than just a curvier Tesstarossa

Regular 390bhp TR flat-12 retained

Delicate feedback but comforting pliancy too



Sketches show precise details of Horne's work; inspiration from 512S and 360 Challenge



‘The Speciale flows round fast bends with no conscious steering input’

the cover off to reveal this perfect, professional-standard scale model for wind tunnel testing. I said, “Who made that?” and he replied, “I did.” Absolutely amazing.’

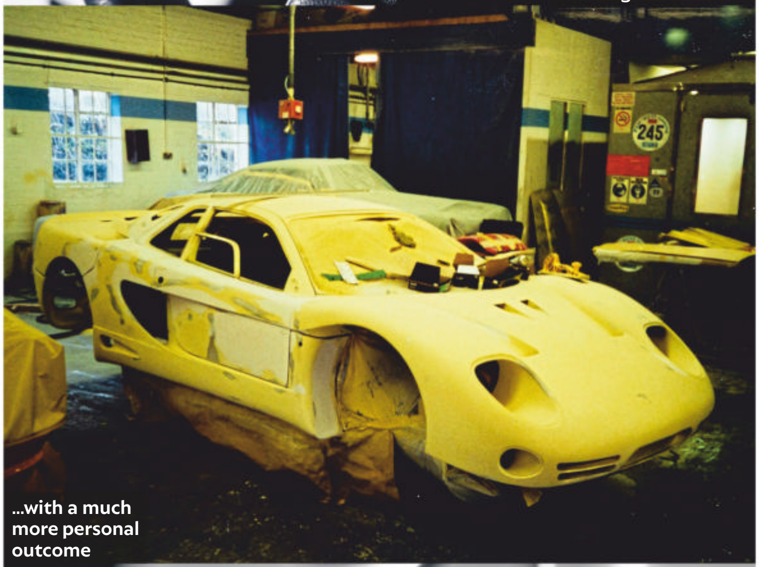
Bob Houghton doesn’t think he was ever told the car’s final drag coefficient, which is a pity, but it must be a significant improvement over that of the standard Testarossa. ‘Robert was heavily into vintage aircraft and taught himself a lot about aerodynamics,’ he says. ‘He designed this car with a flat floor – that was ahead of its time, and the rear diffuser is adjustable.’

Robert always wanted his project had to be engineered like a production car, as Clive Smart recalls. ‘I had been building some special-bodied Aston Martins and Bentleys that were bound for the Brunei royal family at the same time. When Robert and I spoke about cost, I said, “It’s the same as those Astons out there – you’re in with the big boys now”.’

Aston Martin had stationed a production engineer at Shapecraft to keep an eye on the multi-million-pound Brunei projects. ‘He was handy, actually,’ says Clive. ‘If there was a challenge in finishing off some surface or seal or join on the Ferrari, he could suggest a modern factory-type approach. In the end, though, I’d say that Robert’s car was far superior to any new Aston at that time, because he had the funds and the determination to make it as good as it could be.’

Clive and his team created the body panels and the supporting tube structure. They also made the dashboard, centre console and the interior panelling, and they worked out the form of the

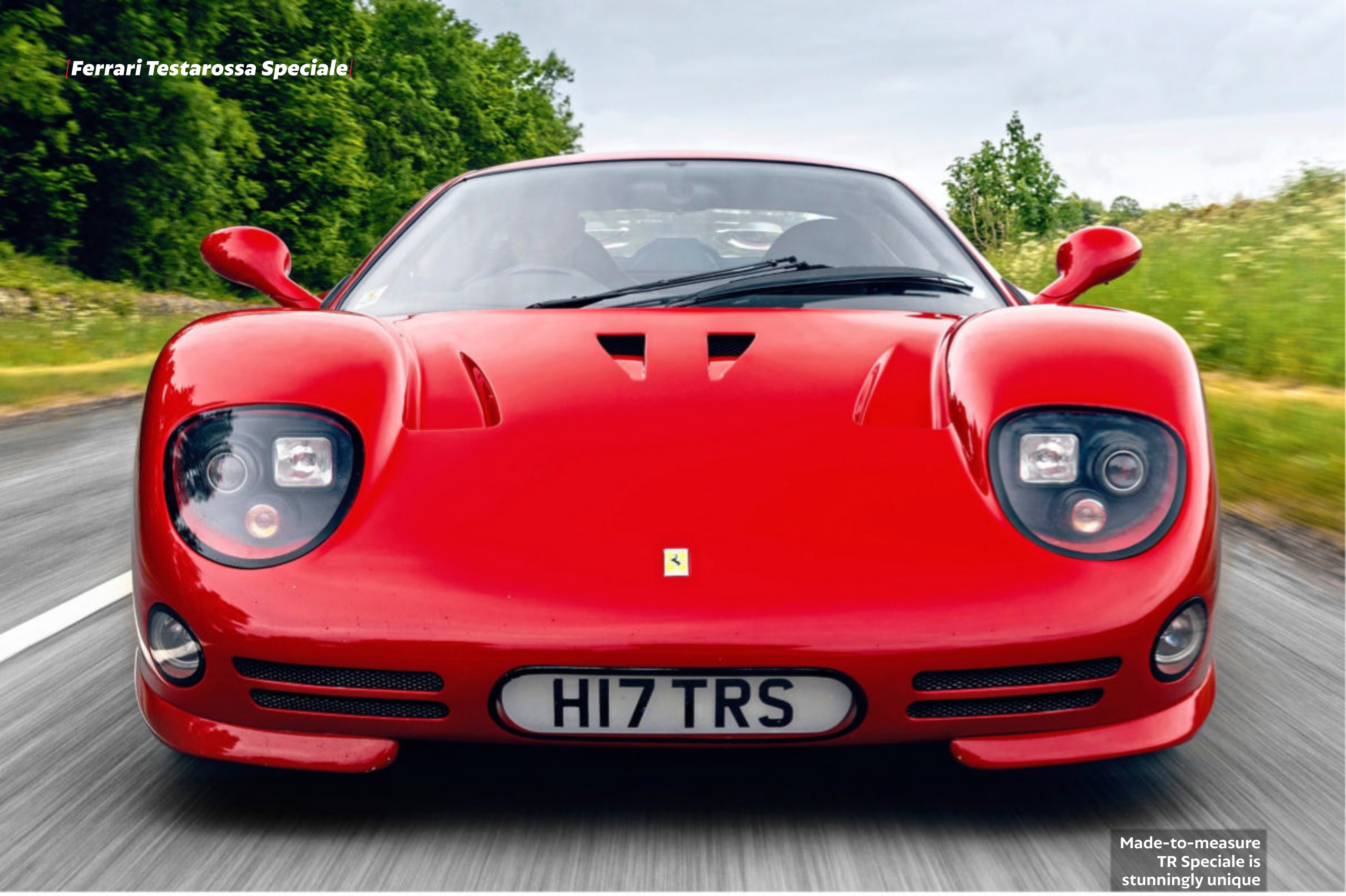
Rarer than a Pininfarina or Zagato…



…with a much more personal outcome

Look around: bespoke details are everywhere

Clever re-use: lighter rims from 360 Challenge



Made-to-measure TR Speciale is stunningly unique

windscreen, door glass and polycarbonate rear screen. Almost everything on this project was a voyage of discovery, and luck played a hand too. Clive was watching Princess Diana's funeral procession pass by in September 1997 when he discovered the man next to him could build wooden bucks for car bodies. 'He started work on the Ferrari project the following Monday,' says Clive. 'The work he did for us was brilliant.'

Having completed the body panelling to Robert's drawings, Clive ordered the front screen from Pilkington Glass on the Isle of Sheppey. Robert phoned to find out when it would be arriving and said he would be there. A nerve-wracking moment followed, fitting a one-off piece of curved glass made for a windscreen frame created from drawings, and shaped with as much art as science. 'We took the screen out of its packaging, lifted it gingerly over the car, turned it the right way up and ploomp! It dropped straight into the frame; a perfect fit,' says Clive.

When the body moved on to Bob Houghton, his team began the next phase: they had to engineer all the standard Testarossa systems to work inside the new shape. More years of work lay ahead, re-shaping radiators, placing fans so that airflow worked properly and adapting the loom to follow new paths. Once the sub-surface engineering was complete, the car could finally be painted and trimmed, and then Bob's team were into the final stage – making it drive as well as all this effort deserved.

'We progressed through various combinations of different springs, roll bars and geometry settings,' Bob explains. 'I would take the Ferrari up the road, adjust it and then afterwards Robert would take it out and then make his own suggestions. In the end, though, we realised it was finished, and in 2003 we presented it at the Ferrari Owners' Club UK Concours, where it got a great deal of attention and ended up winning the Ladies' Cup.'

Since then, though, less than 1000 miles have been added to the odo, and the car has dropped out of view. Why?

'Robert is a very private person,' says Bob. 'He enjoyed the process, the challenge of creating something for his own satisfaction. He loved coming here, staying in the pub in the village, spending days in the garage with his head under the car. Having something to show off wasn't the main aim for him.'

Hence the TR Speciale has lived in Bob's workshops in Northleach for the past 22 years, always kept MoT'd and serviced, and exercised now and then. Robert has decided the time has come to find a new home for it, and it's a unique proposition. Two things stay with me – first, the extraordinary quality that comes through in every area of fit, finish, ride and handling, and secondly, how different things would have been if Robert had handed the job over to Pininfarina or Zagato. He'd have lost most of the personal input that was so important to him, yet the car would probably be known worldwide… with a value to match. Now, it's on offer for the same price as the best standard Testarossas.

So where does that leave us? With a bit of pride, actually – that something so impressive could be created by one gifted amateur along with some highly skilled craftsmen. It's a Ferrari, of course, but it's also a brilliant British supercar.

Thanks to: *Robert Horne and his family; all at Bob Houghton Ltd (bobhoughton.com, 01451 860794); and Clive Smart.*

1991 Ferrari Testarossa Speciale

Engine 4943cc 180-degree V12, dohc, Bosch KE-Jetronic fuel injection **Power and torque** 390bhp @ 6300rpm; 361lb ft @ 4500rpm **Transmission** Five-speed manual, rear-wheel drive, limited-slip differential **Steering** Rack and pinion **Suspension** Front: independent, double wishbones, coil springs, telescopic dampers, anti-roll bar. Rear: independent, unequal-length double wishbones, coil springs, twin telescopic dampers **Brakes** Front and rear: vented discs, servo-assisted **Performance** Top speed: 190mph*; 0-60mph: 5.8sec* **Weight** 1500kg (3306lb)* **Fuel consumption** 21mpg* **Cost new** N/A, but total development cost c£300,000-£400,000 by 2003 Classic Cars **Price Guide** £65,000-£125,000 (standard model) (*Estimated values)

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[Epic Restoration]

'I later discovered someone had shot it'

This **TVR Sagaris** prototype was thought long lost until one intrepid buyer tracked it down online. But was it too badly thrashed to save?

Words SAM DAWSON Photography TONY BAKER

ROTARY LIFT
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'Two Sagaris prototypes were built – one in blue, the other in orange,' says Stuart Barker as he admires his unique TVR in the Eastbourne workshop of HPC Classics. 'The orange one stayed around on the show scene, but the blue one disappeared from view after a few years, and no-one seemed to know where it had gone.' It was a turbulent time for TVR too – ownership of the company changed, production slumped, and after less than two years on sale, Sagaris production ended as the company folded.

Barker, however, was determined to track down the missing prototype. 'I mentioned it on a thread on *pistonheads.com*, and surprisingly someone responded saying, "I know who's got it" – and it was for sale! I went straight up to Selby and bought it.'

The reality

'It was in pieces!' said Barker. 'The previous owner had bought it 12 years earlier, supposedly as a good runner, and painted it orange, sprayed the wheels black, cut slits into the dummy brake vents on the front wings, and drove around in it for a year. Then he took every single piece of the car apart, with the intention of restoring it, but he never got round to it.

'What I bought was a chassis, a bodyshell, and lots of boxes of bits. Before his ownership, it had been thrashed mercilessly on road tests by journalists, but I also found out why it disappeared from the scene. On show in Birmingham during its press duties, someone walked up to it on a dealer's forecourt and shot it! When it went back to TVR's factory in Blackpool to be repaired, the orange car took over press duties.'

Low point

'We finally got the rebuilt engine to start, but it didn't want to idle – it needed so much more work'
Alex Brodie

But as Barker examined what he had bought, a patched-up bullet hole soon became the least of his worries. 'Supposedly, the engine had been rebuilt at some point, and the cylinder block showed evidence of media-blasting,' he said. 'But as I later discovered, looks can be deceiving. Also, it was originally fitted with air conditioning, but all the mountings for this had been cut away. And the panel gaps in the inner wings suggested evidence of a front-end smash.'

The car's prototype status created further issues. 'These preproduction cars were lightweights with vinylester bodies, considerably thinner material than the production cars. I knew I would need a marque specialist to restore it properly. I found Miles Hardy and HPC Classics through the local branch of the TVR Car Club, and we decided we'd bring in ex-TVR people, such as engine expert Dom Trickett, where needed.'

Engine and gearbox

'The engine hadn't started in ten years,' said Barker. 'However, given that it had supposedly been rebuilt once before, I figured it would be a fairly straightforward job, and sent it to Dom Trickett at Powers Performance.' Formerly TVR Power, this outfit developed all TVR engines from the 1984 390SE onwards, and nowadays is one of the few specialists in TVR's bespoke all-alloy twin-cam Speed Six powerplant.

'I later got a phone call from Dom which began with, "are you sitting down?" – which is never a good start!' Barker recalls. 'He told me that the engine's oil sump was full of grit from media-blasting, and the fuel pumps were badly scored. Rather than having been properly media-blasted, it was Trickett's opinion that the engine had been sat adjacent to something else that was actually being blasted, and been caught by stray particles to the point where he couldn't reliably rebuild or warranty it. We'd have to start from scratch.'

Trickett recalls his discovery. 'The sump had been damaged, the sump's scavenger pump gears had been chewed up by these blasting particles, and there were excessive clearances on the cylinder bores. We'd need a new block.' Barker sourced a new four-litre Speed Six block via a T350 owners' group on Facebook.

'The cylinder head was reusable, but we had to change the valve guides and rockers,' says Trickett. 'The rockers were historically a weak spot on Speed Sixes, so we have them made hardened to our specification. That said, a lot of people ran into problems with them because they didn't look after them properly, using the wrong oil and not changing it often enough.

'We use pre-stretched timing chains, and stronger bearings sourced from Australia. Thankfully, despite the car being a prototype, the engine wasn't. The Sagaris' engine was actually developed in the T350c prototype [driven in *Classic Cars* September 2025 issue], whereas once the engine got into the Sagaris, all the development was electronic via EPROM (Erasable Programmable Read Only Memory) mapping. You can't buy new ECUs – MBE built them originally – but thankfully we didn't need to.

'We tightened up the components with far closer tolerances than the factory did. We can achieve tighter piston/bore clearances now, not least because the silicone ratings on piston rings have improved. Combined with components such as hardened finger followers, we were able to supply the engine to Stuart with a five-year warranty. Thankfully, aside from the electronics, you don't need any specialised tools to rebuild a Speed Six engine. Any good engine builder could assemble one with the right guidance.'

The Tremec T5 gearbox was no less fraught, as Barker discovered when he drained its oil. 'Metal parts came out, which were later identified as bits of the fifth gear cog, and someone had used glue to repair the output shaft bearing carriers.' Enter the next ex-TVR specialist – John Reid of Grantura Engineering in Lancashire – who rebuilt the gearbox using Tremec ratios imported from the United States.

Chassis

After media-blasting, the task of restoring the chassis fell to Joe Barry. 'It came back with weird lumps in the centre of the outriggers,' he recalled. 'I asked Dom about it and he said it was normal for press cars to suffer repeated accidents and be sent back to the factory, brazed back together and sent out again. It was some of the worst metal joining I'd ever seen. I needed to grind it all back and weld it together properly.'

Epic Restoration of the Year

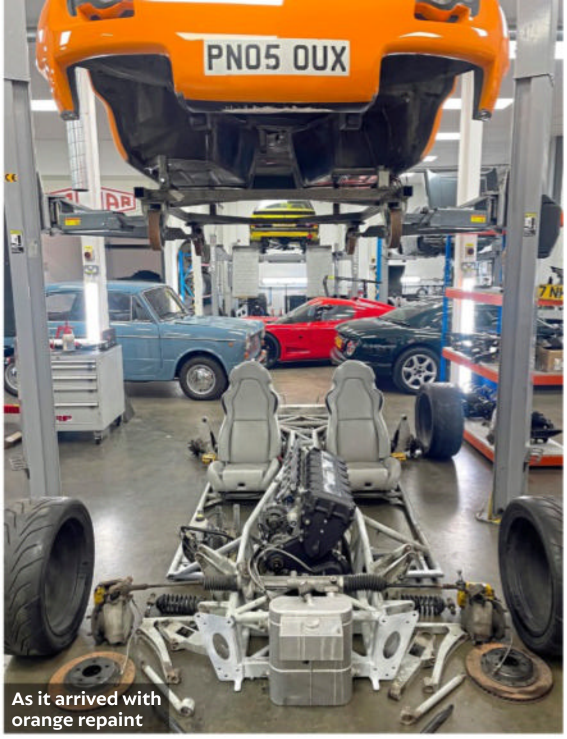
This TVR is one of 12 Epic Restorations you'll be able to vote for in 2025, with the chance to **win fabulous prizes** of premium workshop gear from Machine Mart, including this *Clarke PRO389 62-piece 1/2"- and 1/4"-drive socket set. *classiccarsmagazine.co.uk/EpicRestoOfTheYear*. Ts&Cs apply

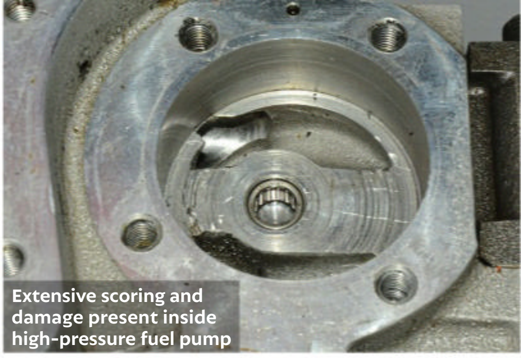
Machine Mart

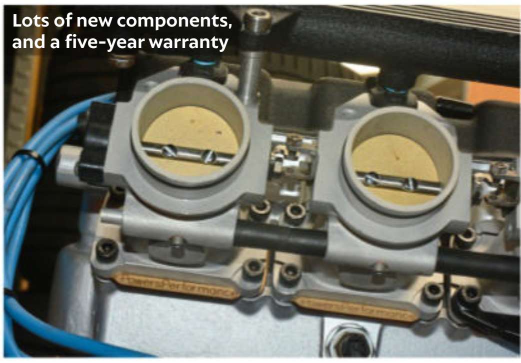
*Prizes subject to change. They will be confirmed by the May 2026 issue

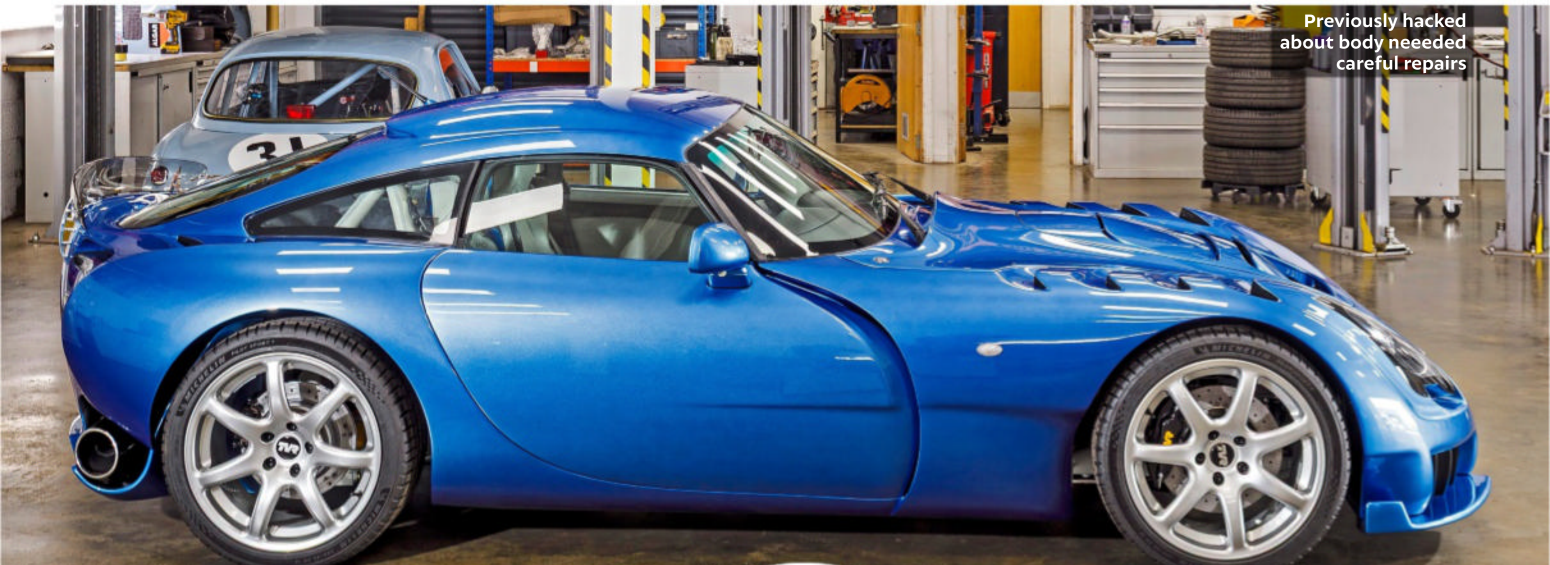
Thick yellow caliper paint had to go

Another resto, another box of bits


As it arrived with orange repaint


Extensive scoring and damage present inside high-pressure fuel pump


Lots of new components, and a five-year warranty


Previously hacked about body neeeded careful repairs

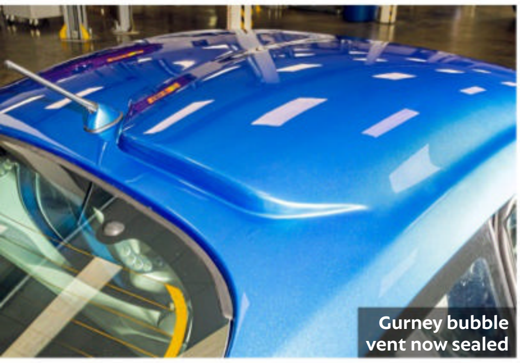
New block was sourced from T350 owners Facebook group

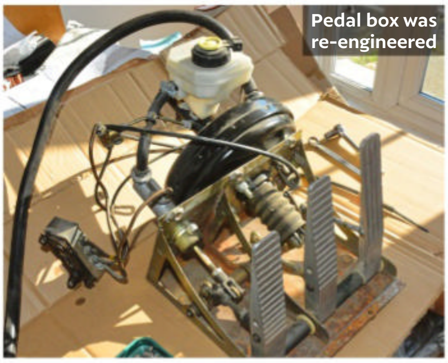
Suspension was re-powder coated

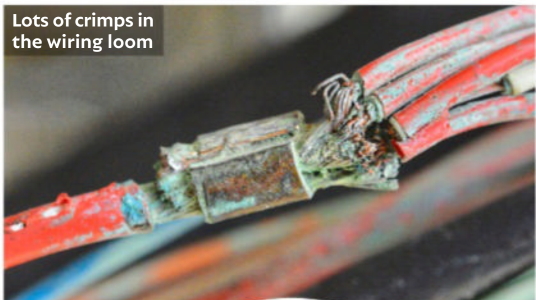
Bent tubes and bad repairs now sorted

TVR Laser Blue needs Satin Black primer

...in its original Tuscan Blue


Gurney bubble vent now sealed


Pedal box was re-engineered


Lots of crimps in the wiring loom

Interior leather is all original

Yellow now confined to just the TVR logo

Back in black for heat dissipation

'On this car, there was a massive dent on the passenger side, and the outrigger was actually folded in on itself. I used a little hydraulic ram to straighten it out, then cut out the bent part with an angle grinder before welding in new tubes, using the tube sander to ensure it blended into the chassis properly.'

Bodywork

'The main issue with the bodyshell was where someone had cut away a section of front bodywork where the air conditioning condenser had been; it was a very ragged cut as well,' said Barker. 'Obviously, it had also been painted orange, too.

'The rest of the bodywork was actually in pretty good condition. However, the various vents designed to be opened on the racing version, but closed on the road car, had been cut open. The vent in the back of the Gurney bubble – the helmet-clearing hump in the driver's side of the roof, named after the one on Dan Gurney's Ford GT40 – created water ingress issues. The brake-cooling vents in the front wings were originally filled in because they supposedly weakened the bodyshell, and resulted in grit and stones from the road being flicked straight at the windscreen.

High point

'Taking that first drive, after all we had been through with it'

Stuart Barker

'The previous owner had also smoothed over the badge recess and numberplate mounting with filler, seemingly to make it look like the GTF racing version. There were also carbonfibre-look splitters to the front wings, which were a real pain to remove. One was moulded resin, the other was glassfibre, and the mounting plates for them were in different places on each side. They were clearly custom-made as part of the prototype build, and the glassfibre item seemed to have come from an actual racing Sagaris. In the end, I had to resort to an angle grinder to take them off in order to repaint them before refitting, with a lot of sanding and filling to do afterwards as a result!'

Chris Legate tackled the bodywork. 'Grinding back the filler on the nose revealed the original blue paint underneath, as well as regaining the original badge and numberplate recesses,' he said. 'Vinylester is closely related to glassfibre, essentially with a higher polyester content for lightness, so I decided to refill the holes with concentrated glassfibre repairs, as they'd bond to the surrounding material while not adding too much weight. I put a layer of mesh into each one, to give the gel coat something to adhere to, then coated the completed repairs with a skim of filler for smoothness, before giving the whole car a new coat of original-style Tuscan Blue paint.'

MY FAVOURITE TOOL

Tube sander
'This tool is essential when blending new tubes into a TVR tubular-backbone chassis,' says Joe Barry. 'It suspends a belt of 600-grit sandpaper across three pulleys and spins at high speed, like a grinding wheel but with much more "give." The newly cut tube can be pushed into it to be finished, turning it to maintain a consistent rate of sanding across the shape. It's also essential to get the finish of the tube nice and smooth, as it's easier for the powdercoating to adhere to it – a notorious weak spot with TVRs, even when they were new.'

Interior and electrics

'We never do the final trim fit on a TVR until it has been run in, given the amount of electrical fettling they require,' recalls Miles Hardy. 'Although, I did buy a new carpet set from Central TVR for the car before we started because I knew we'd need one.

'Most of the cockpit wiring was OK, although I took all the modules out and cleaned them, to remove any surface corrosion from their contacts. However, once the electrics were refitted, we couldn't start it.

'It had a military-style bulkhead connector, and it seemed that one of the pins hadn't been put in correctly at the factory. While working on it, I accidentally knocked the whole fusebox down the middle of the engine bay. I'm glad I did actually, as it transpired the bolt holding it to the bulkhead was just finger-tight – had it later worked loose while the car was being driven, it could easily have caused an electrical fire.

'It was while I was working on the interior that I first heard the story about the car being shot while on show in Birmingham. Immediately afterwards I ran downstairs from the office to check the bulkhead, and sure enough, there was a bullet hole-sized glassfibre repair behind the instrument binnacle.

'The interior leather is actually all original, but was covered in barn-find levels of dirt. To revive it, I used an Autosmart low-foam cleaner – the low foam content is gentle to the leather.'

Barker ended up having to re-engineer the pedal box. 'The lever transfer box behind the brake pedal was bent, where someone had stamped too hard on it,' he said. 'It's too thin a gauge of bar for the job, so over time bending it is inevitable. I made a support bracket to reinforce it so it flexes less and stops it bending. I also had to replace the top-hat bushings, because they'd worn through to the metal, and vapour-blasted the pedals before refitting them.

'Elsewhere in the interior, the gearknob and handbrake lever were missing, and the steering wheel had been replaced with a nasty aftermarket Momo item. I had to find someone on eBay who was breaking a Tamora in order to get the correct replacement parts.

'The roll cage leather is all-original, but needed removing and refitting in order to access the foam rubber that the previous owner, ironically, had glued into the cut-out roof vent to try to seal it – another reason why it needed properly filling in!'

Barker also decided to reinstate the brutally extracted air conditioning system. 'But the entire system had been totally removed, quite possibly by the factory in order to make it lighter to improve its performance figures on test,' he said. 'Getting a new compressor was a nightmare. It's an obsolete Sanden part; I ended up finding an unused one on eBay in Poland.

'The Hella windscreen washer bottle actually came off a Massey Ferguson tractor – I found one for sale in Germany.'

Brakes and wheels

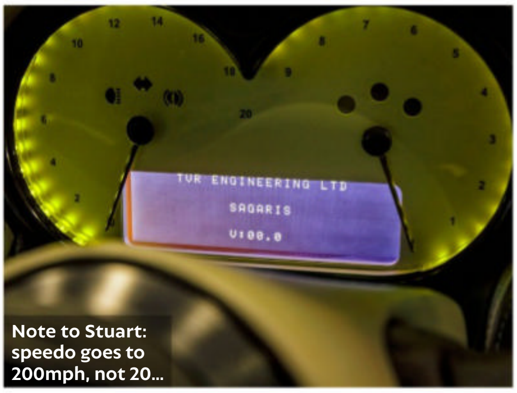
Alex Brodie tackled the worn-out, dismantled braking system. 'I had to make new brake lines in-house, using a flaring tool on the hard lines, and buying in the soft lines and cutting them to fit,' he said. 'The front brakes are AP items, and have bellhousings to space them from the wheels to aid cooling. But they'd been given a thick coat of yellow paint, and needed to be black in order to dissipate heat properly.

'I vapour-blasted them to get the paint and surface rust off them, before repainting them with the correct black, with the yellow confined to the logos, as well as vapour-blasting the discs, too. Vapour-blasting is more gentle than media-blasting, carries heat away during the process, and can be used on plastics as well as metals – important when working on a TVR. The name is a bit of a misnomer though – it's really a water-borne abrasive rather than a gas.'

Barker made an alarming discovery as the running gear was being reassembled. 'One of the wheels was buckled beyond use,' he said. 'I got a replacement from the Tamora breaker, but scarily the previous owner had been driving around apparently oblivious to it.'

TVR's lateral thinking has been celebrated in exhaustive detail

Open cooling vents have been retained



Note to Stuart: speedo goes to 200mph, not 20...

Splitters a splitting headache to both remove and refit

Reassembly

'The idea was to get all the elements restored separately, ready to bolt back together at the end of the process, but everything ended up needing more work once we had,' said Brodie.

'I spent an awful lot of time on eBay looking for parts that were missing from the various boxes Stuart brought to us – engine swirl pots and every air conditioning component – to the point where I would be tempted to say that my favourite tool in terms of this restoration was the internet!

'But that's the thing with TVRs. They're not exotic in the same manner as Italian supercars where everything is bespoke and made of special materials. Rather, they are designed like racing cars, where everything is designed to be dismantled then bolted back together.

'There was scope for improvement as I reassembled the Sagaris though. I had to replace the radiator, which had plastic end-tanks, a known weak point on the Sagaris and not thermally efficient. So I replaced them with ACT aluminium items.

'There were lots of crimps and Scotchloks in the wiring loom, and very bad soldering where the previous owner had installed an aftermarket stereo. The engine wiring loom had repairs on repairs on repairs, all with crimp connectors, and often with no apparent logic to them. I took these connectors out and reconnected the wires instead, either by crimping and heat-shrinking – a marine-grade fitting – or soldering, but I try to avoid doing that.

'But my thinking in terms of these cars comes from working on Fifties and Sixties roadsters. There's that sense of them only being original once, but you also have to be pragmatic. You cannot get new wiring looms for TVRs, so you have to make the best of what's there. But if there is a way to correct a design flaw as you reassemble the car, then why not?'

So, what's next for the long-lost Sagaris preproduction prototype press car? 'I want to do a 1000-mile shakedown to debug it first,' says Barker. 'And then take it to shows – local classic meets, the Goodwood Breakfast Club, Bromley Pageant, and ultimately the Le Mans Classic.'

NEXT ISSUE
LAND ROVER S3

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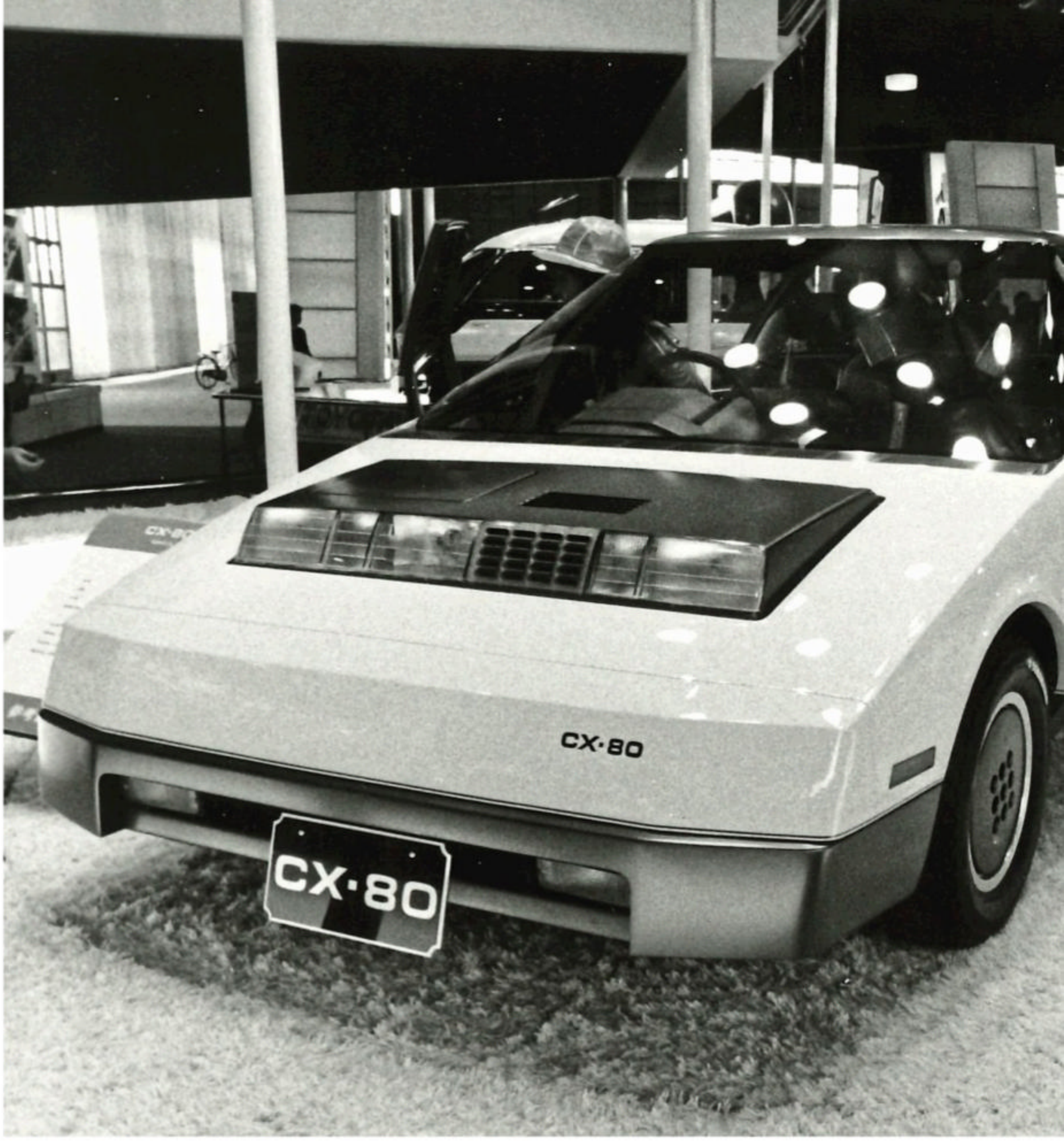
TOYOTA CX-80

Designed 'to respond to contemporary changes in the way people view automobiles', the CX-80 concept's bizarre shape was intended to maximise space and visibility in confined urban environments. Front-wheel drive allowed for a flat floor, transmission was push-button and instruments were all-electric. Westerners were baffled by the wilfully odd bright yellow concept, but its ethos can be seen in all manner of boxy, unconventional urban Kei cars today.



BIG IN JAPAN

While the crises of the Seventies had ravaged much of the established car industries, Japan prospered through innovation. On the cusp of the Eighties, Tokyo showed us the future of motoring

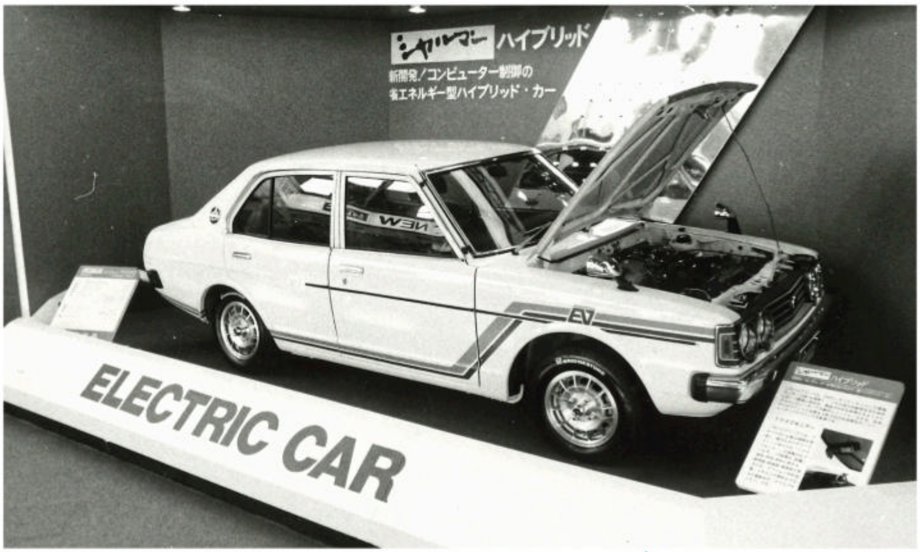
Words SAM DAWSON Photography BAUER ARCHIVE

In retrospect, the 1979 Tokyo Motor Show seems like the moment we truly saw Eighties cars for the first time. The Seventies had been beset with crises for the American and European car industries. First the 1973 oil crisis ended the Sixties' assumption that petrol would always be cheap. Increased international trade soon flagged up how uncompetitive many cars were once protectionist tariffs were removed, recession left buyers struggling to afford new cars and manufacturers to develop and build them; and as the decade ended a second oil crisis loomed.

But throughout this time, the Japanese car industry took advantage. Designing cars for reliability and lean-burn fuel economy, mastering continuous improvement, incorporating new technology and keeping costs low meant the Japanese cleaned up as the Americans and Europeans failed, even in their domestic markets.

And so, in 1979, on the cusp of a new era, Tokyo brimmed with more confidence than ever. At a time when the rest of the world was bodykitting Seventies leftovers, Japan gave us the future – and we're still living with its legacy today.

AGON
4,095
1,610
1,510



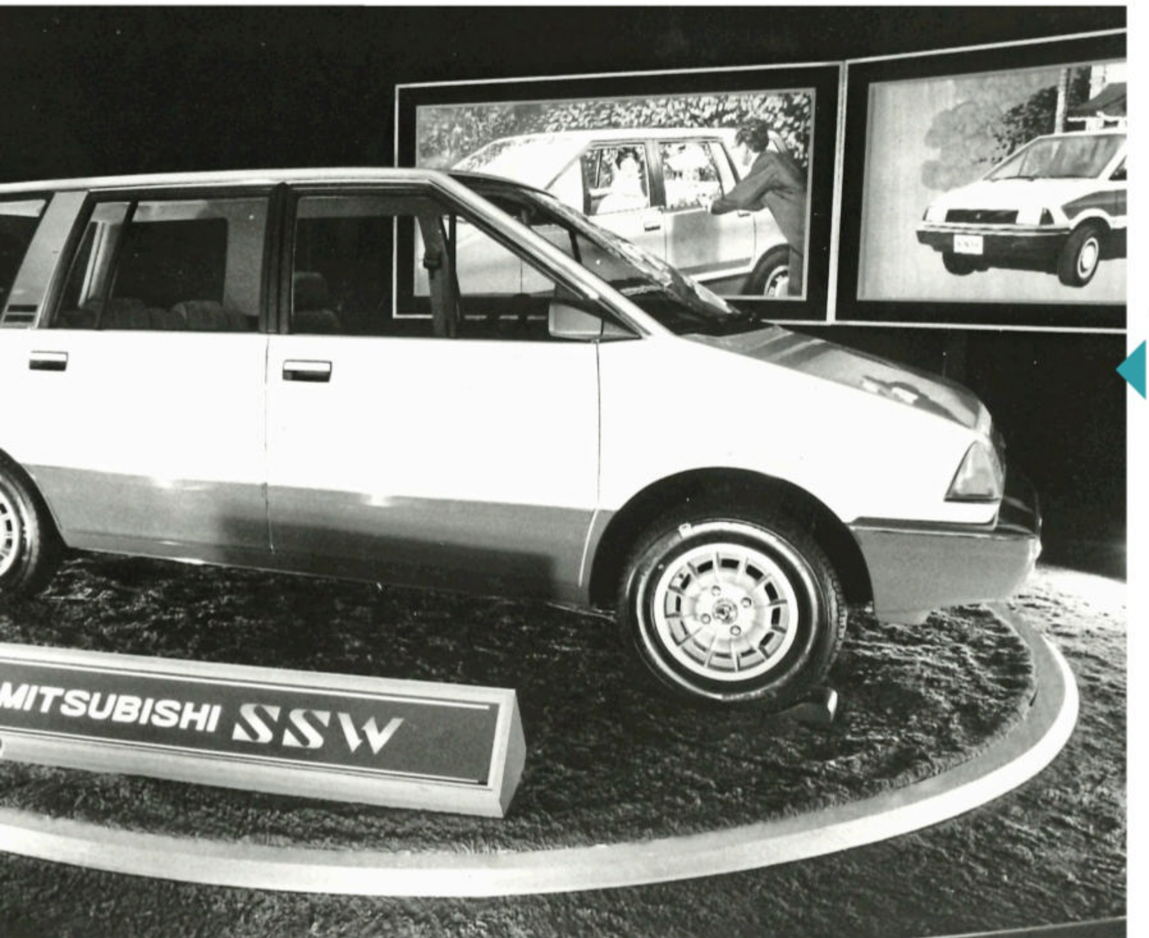
WELCOME TO TOKYO

'Save Energy' was the motto plastered throughout the Harumi Fairgrounds from 1-12 November 1979. While the show's emphasis was on improved fuel economy and alternative propulsion, it also marked a greater emphasis on international trade. More space than ever was given to exhibiting foreign cars. US President Jimmy Carter resisted lifting restrictions on Japanese imports to protect US industry, but a few years later Ronald Reagan reversed his policy. The Tokyo Motor Shows at this time provided Japan with a vital global shop window.

MOTOR SHOW
Save energy

DAIHATSU EV

Daihatsu had spent the Seventies showing a whole series of electric car concepts, a response to the Japanese government's 1971-77 National Electric Vehicle Project, which saw 5700m Yen of public money poured into the development of batteries and motors. The EV was conservative compared to earlier Daihatsu electric concepts, but it also proved the idea was production-ready by installing its technology into a Charmant saloon.

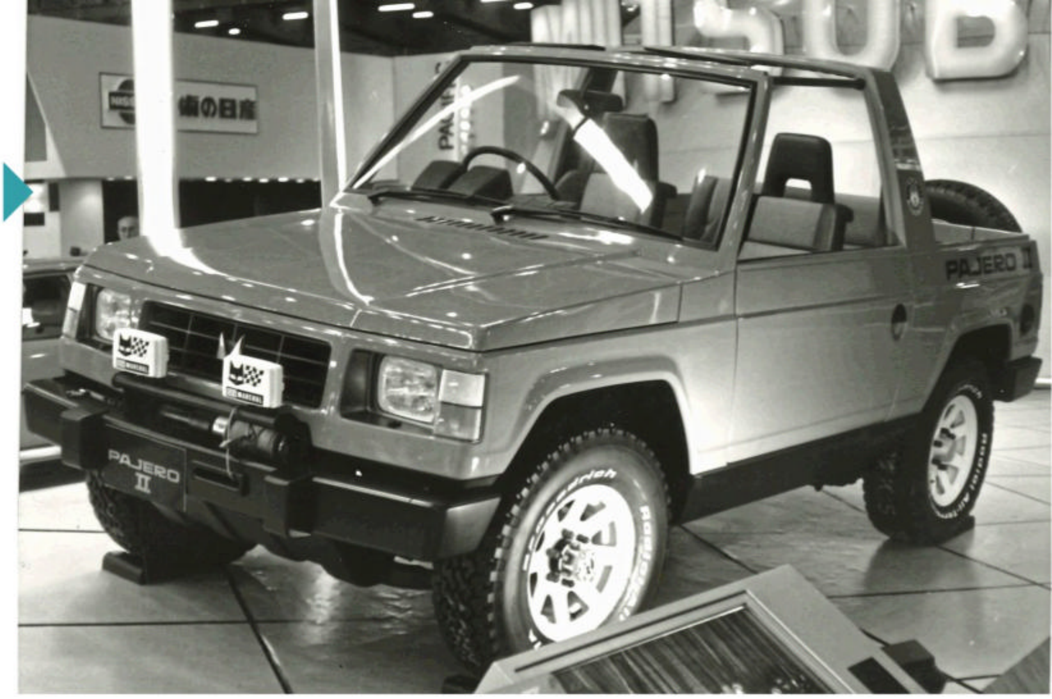


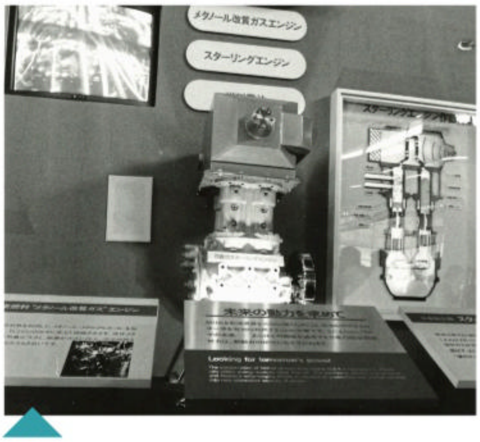
MITSUBISHI SSW

Mitsubishi could lay claim to the first production one-box MPV. Its SSW (Super Space Wagon) concept car made its debut at Tokyo in 1979, at a time when PSA had just passed the Espace concept back to Matra having bought Talbot. While the French MPV gestated haphazardly behind the scenes, Mitsubishi played its hand first, only to spend a further four years preparing it for production. When it was finally launched in August 1983, it also took the guise of a Dodge and Plymouth in the US, three months before Chrysler's own equivalent, the Voyager.

MITSUBISHI PAJERO II

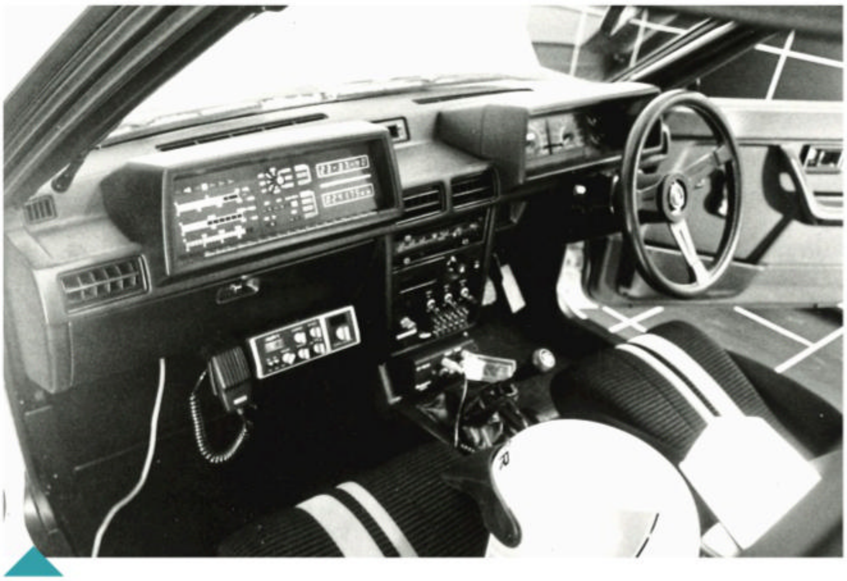
Showgoers had first seen a Mitsubishi Pajero concept in 1973, but it was a straight Jeep rip-off. By contrast, the Pajero II concept had the Range Rover in its sights, as well as a clean, distinctive cubist styling theme. It made production in 1981. At a time when the Toyota Land Cruiser and Nissan Patrol were still overtly utilitarian, the Pajero II warned the Range Rover that it was about to have competition.





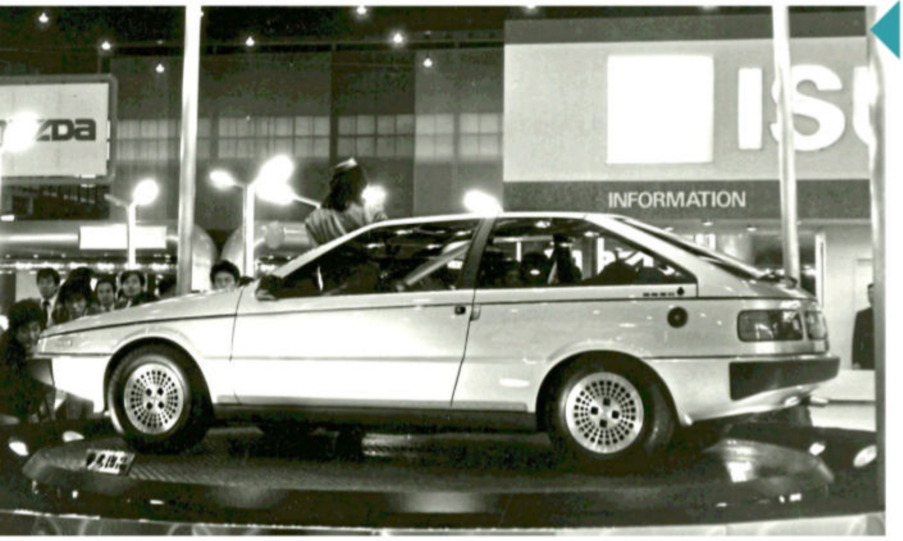
DATSUN STIRLING ENGINE

The show featured a special exhibition dedicated to Japanese propulsion technology in all its forms, including unconventional engines considered for cars over the years. The 77 engines on show included at least one rocket, but perhaps the strangest was Nissan's 1972 experiment with Stirling engines. Floridian scientist Wallace Minto developed a supposedly pollution-free freon-powered variant of the steam engine, selling the rights to Nissan in 1972 after the US auto industry turned it down. A prototype was installed in a Datsun 510, but it never made production.



MITSUBISHI LANCER 2000 TURBO RALLY

Mitsubishi's Lancer Evo story might have begun earlier were it not for Group B's loose regulations rendering it uncompetitive. But when the world got its first glimpse of the firm's rally-ready Lancer 2000 Turbo, it was regarded as the car to beat in future. Saab was first to introduce the turbocharger to rallying, but the Lancer put it in a well-balanced rear-wheel drive package reminiscent of the MkII Ford Escort, and the dashboard featured built-in navigator's instruments. Sadly, when it finally hit the rally stages, all talk was of the Renault 5 Turbo and Audi Quattro.



ISUZU PIAZZA

Succeeding the 117 coupé, the Piazza was another Giorgetto Giugiaro design for Isuzu. Displayed as the Asso di Fiori (Ace of Clubs) concept, it was essentially a production version of Giugiaro's 'Ace' series, which also included Volkswagen and Audi interpretations. Futuristic touches included wraparound doors that did away with rain channels, single-blade front wiper, and an instrument cluster that moved with the steering wheel adjustment. Following public response at the show, Isuzu made the decision to fast-track it into production within 48 hours.

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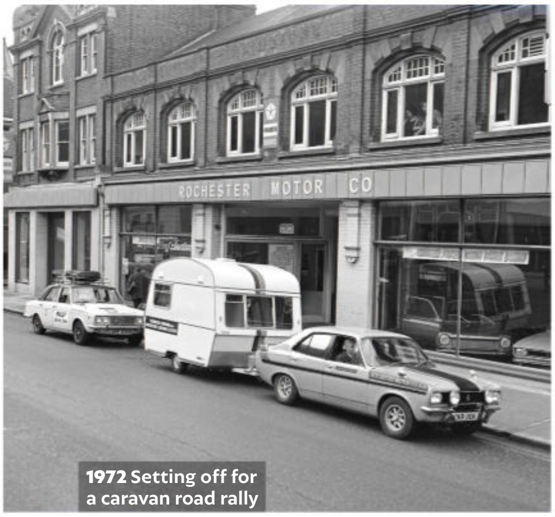

1972 Setting off for a caravan road rally

1976 Brian Millar gets Avenger rally ready

1977 Millar and the Tiger in rally action

[*Life Cycle*]

LIFE STORY OF A
Hillman Avenger Tiger

Dealer demonstrator, caravan hauler, rally car, racing champion, restoration project, trans-European adventurer, trialler… it'd be easier to list the things this Hillman hasn't done

Words SAM DAWSON Photography ANDY McCANDLISH

March 1972 – RMC takes delivery of CRK 110K

'They were made to sit in the showrooms and draw more attention to the standard Avenger, as it wasn't selling well,' says this particular Hillman Avenger Tiger's current owner, Russell Mowatt. 'The dealers weren't actually allowed to sell these early cars – most of them weren't even road-registered until late 1972 or even early 1973. But John Northover was more proactive than most Chrysler dealers.'

Immediately upon its delivery, Northover, managing director of Rochester Motor Company (RMC), campaigned this Avenger in the curious sport of caravan rallying. Effectively a navigational road rally undertaken while towing a caravan, Northover and navigator Dave Stevenson finished 48th overall in their first event, the 1972 British Caravan Road Rally, towing a Thomson Miniglen, and won the braking test, scoring 95 percent.

But the Avenger's life was about to get even more exciting. Northover took RMC into stage rallying, holding a Competitions Evening at the dealership on 8 March 1972, with Chrysler competitions manager Des O'Dell and star driver Bernard Unett in attendance. Northover announced that rallyist Chris Daisy would drive a Group 1 Avenger on the RAC and Welsh International rallies; and Sue Northover – Rochester's sales administrative executive and John's daughter – would campaign this Avenger Tiger, navigated by Jenny Kirby, in the South East Area Championship.

The car was given to Daisy for a couple of weeks to evaluate it. 'At the time I was sponsored by Haynes of Maidstone in the Ford Escort Mexico Championship,' he said. 'After I tested the Tiger, the accountant at Rochester had to surrender his Avenger GL so we could use it as a base for the Group 1 car.

'The Tiger, by contrast, never had a hard early life. I never did any rallies in it myself, I just chased around the lanes of Kent and Romney Marsh. Sue, without being rude, drove very carefully on the few events she did in the car, before going over to navigation, ultimately co-driving me in an Avenger GT on the 1973 Avon Tour of Britain.' John Northover took over from his daughter for the Tiger's final event with Rochester, he and Stevenson finishing 24th on the Senlac Rally on 3 September 1972.

1972-1976 – Brewster and Chapman

Its initial rallying career over, the Tiger was sold to local man George Brewster on 17 November 1972. He didn't keep it long, selling it to secondhand car dealer Chatham Service Station on 4 April 1974, having owned it for less than 17 months, although the oil crisis occurred just before he offloaded it.

1985 Glen Mortimer showing everyone the way around Ingliston

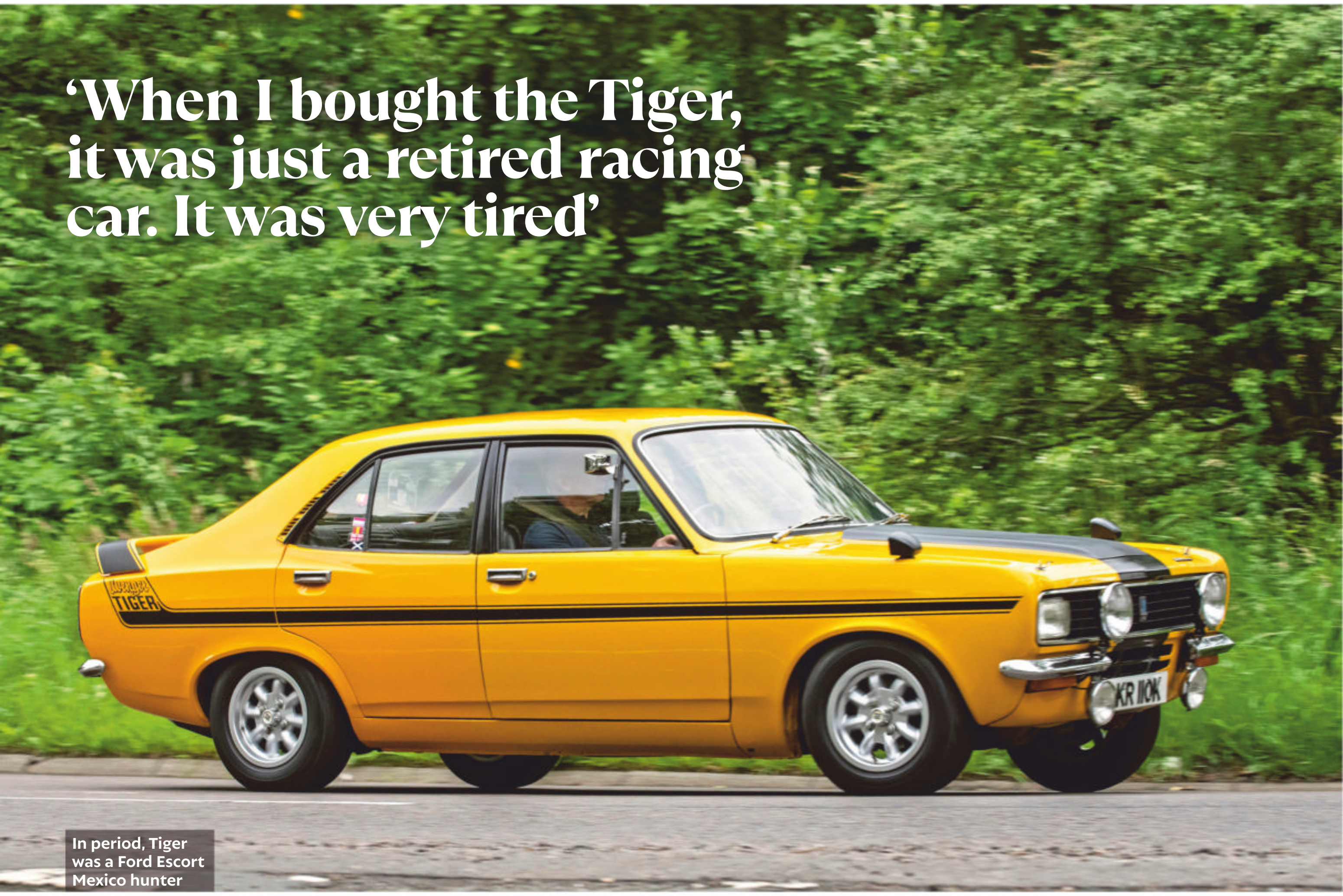
1985 Mortimer and Tiger take Scottish Sporting Car crown

You wouldn't know it, but this Avenger has been punished in competition for over 50 years

1988 Tiger still quick but not a winner

Mobil 1 Mobil 1

1990 Bill Aitkenhead in the pack at Knockhill



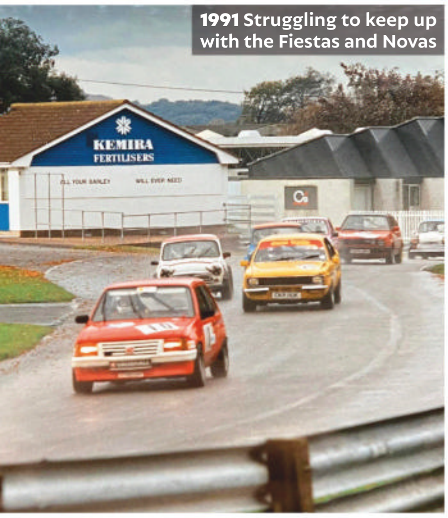
> **‘When I bought the Tiger, it was just a retired racing car. It was very tired’**

In period, Tiger was a Ford Escort Mexico hunter

Russell Mowatt (seated) has enjoyed Tiger for 30 years

2001 Tackling car shows and rallies

2009 Correct spotlights show the way on night events



1991 Struggling to keep up with the Fiestas and Novas

1995 Russell buys the Avenger as a project

2001 Watch the rear quarter with those cones, Russell

The car hung around on Chatham's forecourt for four months, before being bought by John Chapman of Watford on 14 August 1974. Again, he kept it for less than two years before putting it up for sale; the next owner reckons he knows why.

1976 – Brian Millar returns the Tiger to rallying

'When I bought the Tiger from John Chapman, it was in pretty-much standard specification,' Brian Millar recalls. 'I was living in North London at the time, and took the car to a local rolling road after buying it to optimise its performance, because it felt too cammy for general road use, difficult in traffic.'

But this wasn't a problem for Millar. 'In 1977 I moved to Scotland, had a roll cage, strut brace, Schneider struts, strengthened rear wishbones and competition brake pads fitted, and removed some of the unnecessary – as I saw it at the time – bodykit, such as the rear spoiler and bonnet bulge.

'I competed in various road-rally championships throughout Scotland and northern England with a fair amount of success between 1977 and 1982. I also competed in the RL Brown Trophy Rally in 1977, a round of the British National Selective Championship at the time. Selective rallies ran through the night, with sections timed to the second, on closed public roads. I also competed on the Otterburn Stages, against Malcolm Wilson in a Ford Escort RS, and a few autotests including the annual Dunfermline Central Park event.'

1984 – Tiger hits the track with Glen Mortimer

Racing driver Glen Mortimer bought Millar's rally-prepared Tiger through dealer Ken Madden in August 1984, but it wasn't actually registered in Mortimer's name until 1 August 1985.

'I actually bought it to store a private number plate on it,' says Mortimer, 'but the deal fell through. Then my brother said there was a new racing series called Road Saloons, running at Ingliston and Knockhill, that the car would be perfect for.'

Mortimer set about modifying the Avenger for circuit racing. 'I got a secondhand roll cage, a harness, six-inch Revolution alloy wheels, four tyres from a scrapped Ford Fiesta XR2, and a limited-slip differential,' he says. 'I entered it in the final race of the 1984 Road Saloons season at Ingliston, but it put a rod through the block in the Saturday practice session, so there was no race!'

But Mortimer was undeterred by the setback. 'For the 1985 season I got a Talbot Sunbeam 1600Ti engine for it, then after two events, Yokohama tyres and a proper Tiger rear spoiler. I put it on pole position at the Ingliston race in September 1985, but finished second. Then I won both races at Knockhill, at my very first event there! All of this earned me the Scottish Sporting Car Club (SSCC) Championship, and the Hartley Whyte Trophy at the Scottish Motor Racing Club awards dinner.

'The next season, 1986, saw more class wins and another SSCC Championship, also winning the 50-lap race at Knockhill.' Mortimer's success with the car wasn't confined to Scotland. 'We went down to Donington Park that year, and got a second-in-class finish on the new International track.' Despite its strong finish, this took its toll on the Tiger. 'The front brake on one side ended up on fire due to the extra speed it was carrying,' Mortimer recalls.

'In 1987 I didn't win any races outright, apart from the 50-lapper at Knockhill, but gained enough points to win the SSCC Championship for the third time. By this point the car was on eight-inch Revolution wheels, disc brakes from a Talbot Sunbeam Lotus, a proper race seat and Bilstein suspension. But by this point the Tiger was getting old, and the Ford Fiesta XR2 was the car to have in Road Saloons. So I sold the Tiger to Lindsay Mann and built a racing XR2 from the shell of a written-off Fiesta van.'

1988-1995 – Mann, Aitkenhead and Spiers

'Lindsay spent a lot of time and money greatly improving the car, with a Talbot Competition differential, twin Dell'Orto 45 carburettors and a Ford gearbox,' recalls Mortimer, who raced his new Fiesta against the Tiger. 'By contrast, I'd been running standard Tiger bits, by that point 16 years old.'

Mann struggled to continue the Tiger's winning ways, although he often set the race's fastest lap. Racing solely at Ingliston throughout 1988, his best performance was fifth on 17 July, following two DNFs. His fastest-ever lap of the Edinburgh circuit, a blistering 59.5 seconds, was set on 16 October. But two unsuccessful races into the 1989 season, he passed driving duties to Bill Aitkenhead.

Aitkenhead was entered as the Tiger's driver for the final two races of 1989, but failed to make the start. He formally bought the car on 27 April 1990 and finished his first race in it at Ingliston two days later,

2013 A bit of slush is snow problem in this company

2013 Starting the Monte-Carlo Rally Heritage Run event

in sixth position. It would prove to be Aitkenhead's best finish of the season. But in his final race with the car, on 14 October, he managed to beat Mann's fastest lap time at Ingliston, with 59.27 seconds.

On 5 August 1991, Aitkenhead sold the Tiger to fellow racer Mark Spiers, who campaigned it for the following three seasons. He never bettered fifth place, but managed to set an even faster Ingliston lap time with the car – 57.36 seconds – on 11 October 1992. However, the Tiger struggled to stay on the pace in 1993. 'I was looking for doorhandle-to-doorhandle, rubbing-type racing!' Spiers said. 'So I switched from saloons to karts, and sold the Tiger.'

1995 – Russell Mowatt buys Tiger as a project

'I had seen the car advertised for sale on the results board at the East Ayrshire Car Club Arran weekend,' says Russell Mowatt. 'I'd always liked Avengers; we lived near Linwood where they were made, and my first cars had been Avengers. But I remember the first Tiger I ever saw, in the Seventies. It was shabby, with no spoiler or bonnet bulge, so given what I now know, I like to think it might even have been my car, during Brian Millar's ownership.

'When I bought the Tiger, the Ti engine was still in it, with a very aggressively profiled camshaft. But it was just a retired racing car. It was very tired, the chassis was bent and the sills were soft.

'Over the next few years, I fixed the rust, and replaced all the bolt-on panels as they were in terrible condition. I replastered the rear wings which, truth be told, still feature a lot of filler. I replaced the front springs, took the Dell'Orto 45s off and replaced them with a set of Tiger-correct Weber 40DCOEs. I took the racing camshaft out of the engine and replaced the con-rods, purely as a precaution.

'I found out that Lindsay Mann had fitted a Ford gearbox, so I replaced this with a correct Avenger unit, and took the roll cage out. The car also had a laminated windscreen fitted, but when I took the Demon Tweeks sunstrip off I found a lovely big crack underneath it, so I needed a toughened-glass replacement windscreen.

'I was very lucky to find a job lot of Tiger spares – consisting of another spoiler and bonnet bulge, magnesium Minilite wheels, carburettors and exhaust system – for sale. It took a weekend trip to Leamington Spa to collect them. But the car was back on the road in 2001, admittedly with Sunbeam Ti front seats and a beige Avenger rear bench seat. I had to trailer it to the Culzean Classic Car Show because it hadn't been MoT tested yet, but it was marvellous.'

It was a matter of months before the Tiger was rallying again. 'The classic show at Moffat had the associated Thistle Rally, so my wife Catherine and I entered it in that until 2004,' says Mowatt.

The 2003 event was slightly fraught though, because Mowatt had been asked by *Practical Classics* to take part in a photo shoot, with an AC 3000ME, on a drive through Scotland to the inaugural Mount Stewart Motorsport Festival. 'The irony being that neither my Avenger nor that particular 3000ME had actually been built in Scotland, even though that was the reason for choosing those cars,' laughs Mowatt.

'But before the photo shoot, I drove the car on the inaugural Scottish Autosolo, an all-forwards autotest. At least once I managed to slide it sideways, thumping several cones with the rear quarter, and at the time panels were very hard to find!

'After the 2004 Heather Rally, from Linwood to Mount Stewart, we seemed to be trying ever harder and damage to the car seemed inevitable, so we stopped rallying it and switched to something more disposable.' The new rally car was an MG Midget.

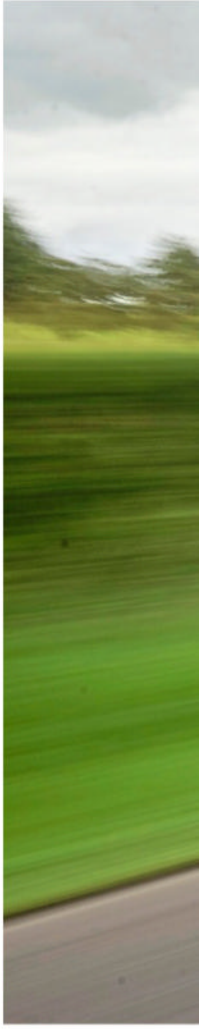
'I still wasn't scared to give the Tiger some stick though,' says Mowatt, recalling Avenger Sunbeam Owners Club (ASOC) national weekends in the late 2000s. 'I would do taxi rides, hitting the end of the rack every time,' he says, referring to photos of the car cornering sideways at Curborough.

By 2009, Mowatt carried out detail improvements missed during 2001's hurried rebuild, fitting correct Avenger Tiger spotlights and seats. The car became a campsite regular, and braved deep snow at the 2013 Monte-Carlo Rally Heritage Run.

But this took its toll on the Tiger. 'All these adventures meant some more rust had crept in,' said Mowatt. 'The rear wheelarches had never been that clever, but rust in the rear floorpans were an unpleasant surprise at MoT time.'

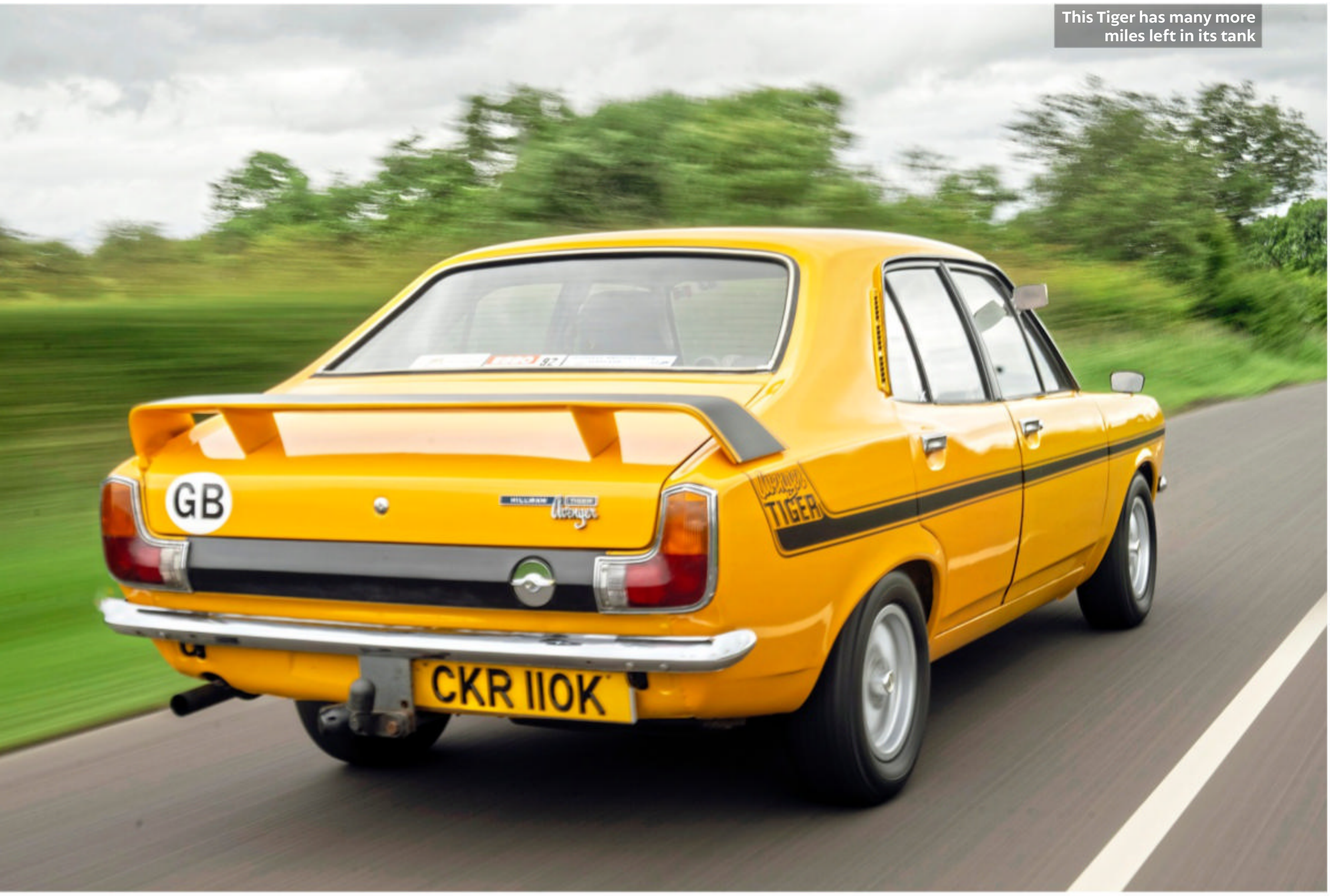
A targeted restoration followed, but once the Tiger was back on the road again, Mowatt was undeterred. An epic ASOC trip in 2018 took the car from Scotland to Italy, via fast laps of Spa-Francorchamps, entering northern Italy via Alpine passes.

The covid pandemic meant the Tiger's adventures were curtailed. 'Before covid we had thought about doing the Monte-Carlo Historique,' Mowatt recalled.



2018 Taking a breather after some fast laps of Spa-Francorchamps

2018 In the Italian Alps during an AOSC trip from Scotland



This Tiger has many more miles left in its tank

2018 Time for a bit of TLC

2018 Repairs to rusty rear floorpans

2018 Wheelarches needed help, too

2020 Tiger did escape into the wild during pandemic years

20 22
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2022 Grass Rootes: Tiger an event regular in Scotland

Milder camshaft key to trialling success

2023 Trial and error for Mowatt

2023 Improved responses and grip equals no penalty points!

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2025 Tiger back at Knockhill, 40 years after its first win there

'I put a new rear axle on it, so it's driveable again and will continue to get used'

But one night on eBay turned up another project. 'A Thomson Miniglen caravan!' says Mowatt. 'Not the exact-same year as the Tiger, but the same era and style as the one John Northover towed. I would never restore another caravan – it's in another league compared to a car; finding trim and accessories is a nightmare. But it was fun during the pandemic when we were restricted as to where we could go on holiday, and it made a fun accessory at shows.

'After the caravan adventure, we had to sell it, because we needed more space. I'd been competing in production car trials for a few years, and my car – the Midget – had to go, too. So what to use for trials?

'In 2023, with no additional preparation, Catherine and I entered our first trial in the Avenger. We managed a few but it was difficult to drive. Even with the tyres at the minimum pressure, and all the ballast we dared to put in the boot, it was either spinning the wheels, or off-cam and bogging down. We had fun, and learned how to do trials in a bigger, less nimble car. But I had to make it better.

'I targeted two specific improvements – better tyres, and a milder camshaft. You can only use summer road tyres for trials, so we got two Uniroyal RainSport 3s for the rear, and I found a freshly rebuilt Avenger Tiger engine which I bought and fitted. The Tiger was transformed – more grip, and very tractable. On the final event it was the only car with no penalty points, even after climbing 16 hills.'

In 2025, Mowatt was invited to bring the car to Knockhill Circuit's 50th anniversary meeting. 'It was supposed to be a secret, but Glen Mortimer found out before the event that the car was going to be on display, as one of the circuit's regular competitors in the Eighties and Nineties,' said Mowatt. Even so, Glen was super-excited to see it again after more than 30 years, and joined me for parade laps.'

So, what next? 'I put a new rear axle on it last week,' says Mowatt, 'so now it no longer makes horrible graunching noises. I think it was the caravan that did for the previous axle. I trailered it to Knockhill, but it's driveable again and will continue to get used.'

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Seven steps to buying a

BMW 8 Series (E31)

BMW's Nineties flagship promises supercar pace from little more than £5k. But they're complex, so buy carefully

Words SAM DAWSON Photography LAURENS PARSONS

Despite being a technical tour de force, the E31 8 Series never garnered the affection of BMW's core enthusiasts – but this makes it a great buy today. It may not offer pin-sharp M3-style handling, but it packs V8 or V12 power in a svelte shape with styling that recalls the M1 supercar. And one can be yours for little more than £5k, with most commanding less than £20k.

Put that in period perspective – in terms of what it offers, its rivals include the Aston Martin Virage, Ferrari 456 and Porsche 928. Depreciation was precipitous in the Nineties and 2000s and they've been sub-£10k bargains for a long time, but despite great build quality, many were driven into the ground. Tellingly, SORN examples started to outnumber registered examples from the mid-2010s. It's a car to buy with your eyes wide open, but classic bargains are rarely as spectacular.

Which is which?

▶ Initially intended to sit above the rest of the established BMW range, the E31 was launched as a single model – the 850i. It had a five-litre V12 engine and was only available in left-hand drive automatic form until 1991, when UK deliveries began.

[What to pay]

▶ 850is, 850Cis and 840Cis are bought on condition rather than specification. You may find a roadworthy example for £5250, but £13k is the going rate for a good one.

▶ Dealers will charge £20k for the best, especially the 840Ci Sport, which is considered the best to drive of the range.

▶ 850CSis and Alpina B12s are in a different league: £30k gets a scruffy high-miler, rising to £50k for the best.

▶ Only 57 B12 5.7s were built. They carry supercar price tags – one recently fetched more than £250k.

▶ Alpina immediately offered a modified 850i, named B12, with power upped to 350bhp and the electronically assisted recirculating-ball steering replaced with hydraulically assisted rack-and-pinion.

▶ In 1993, the 850i was replaced by the 850Ci. Effectively the same car but with electronically controlled multi-mode suspension, traction control and Servotronic steering. Only produced for a year.

▶ Also in 1993, the 850CSi was launched. An 'M8' in all but name, with input from BMW's Motorsport division, it had a 5.6-litre, 380bhp V12 and all the 850Ci's electronics plus sports suspension and four-wheel steering. Alpina's version reworked the engine with 5.7 litres, 416bhp, a carbonfibre bonnet, six-speed manual gearbox and no speed limiter, resulting in 186mph performance.

▶ The third 1993 debutant was the 840Ci. Effectively a belated replacement for the discontinued E24 6 Series, it featured a four-litre V8 and was lighter and simpler than the V12 engines.

‘One can be yours for little more than £5k, with most commanding less than £20k’

Tough, reliable 8 Series is still a bargain but potentially pricey to fix

The V12 models were discontinued in 1997 due to poor sales, and the 840Ci was upgraded to Sport specification. The V8’s displacement was increased to 4.4 litres, weight was reduced, and the 850CSi’s steering and suspension were applied to sharpen the driving experience. It was discontinued in 1999.

Bodywork

E31s seemed impervious to rust for decades because of excellent factory hot-dip zinc galvanisation; this is now breaking down, so rust spots are common.

Sills are the most common location for rot to break out, where plastic side skirts tend to hold on to road dirt. The other areas – entailing far more involved repair work – concern the sunroof’s drain channels. When blocked, water sits around both the sunroof and the edges of the windscreen, prompting rust to bubble through. Sills can be addressed for around £1000 per side, but repairing sunroof-drain rot requires removal of the windscreen, dismantling of the sunroof assembly and removal of interior trim, and will cost more like £10,000 – especially if any other horrors are found during the stripdown.

Don’t just focus on the metal parts either. On the 850CSi and 840Ci Sport, the aerodynamic undertray incorporates a front splitter designed to increase downforce, improve aerodynamics and improve steering response. However, due to its location, it’s often damaged. They aren’t available new anymore, and second-hand replacements weigh in at anything from £250 to £450 depending on condition.

Engine

Early bore-wear issues with Nikasil liners in the 840Ci’s four-litre M60 V8 will have probably reared their heads and been addressed, but bear it in mind with low-mileage examples. BMW issued a recall early on, replacing Nikasil liners with Alusil items, but not every owner will have heeded the advice.

The Alusil liners can’t be overbored, so rebuilding requires relining, exacerbating the costs. At £8k-£10k for a rebuild, you’re often better off seeking out a scrap BMW with the same engine and transplanting it. The M60 V8 was used in the E34 540i and two generations of the 740i, and can be found for around £1200-£3000, plus a further £3000 for fitting.

Rare Alpina B12 is based on 850 – prices are in their own league

The V8 is very reliable otherwise, with coolant leaks being the only major concern. Its plastic-bodied radiator, shared with the 7 Series of the era, is prone to cracks – look for white marks down the sides of the radiator to trace these. The pipe under the Jubilee clip on the top hose can crack and cause a sudden, potentially catastrophic leak if action isn't swift.

An uneven idle is often caused by leaks in the vacuum system, leading to damage to the catalytic converter from persistent incorrect air-fuel mixtures. Replacement of perished pipework and gaskets is the only real solution – expect to pay £2000 for this.

The V12s are mechanically more reliable but suffer from failing electronics. BMW pioneered fly-by-wire throttle control on the 850, and glitches in this system – combined with worn-out throttle bodies – results in unresponsive engines. These issues can often be addressed via the car's on-board diagnostics and a BMW dealer's computer, but if the throttle bodies need rebuilding you're looking at a £2000 bill.

Electrics

While usually reliable, 8 Series electrics are incredibly complex. It was one of the first cars to feature pixelated dashboard screens, which can fail pixel-by-pixel – merely irritating when it doesn't get in the way of the information they're conveying, dangerous when it does. These can be repaired for around £100 each, or replaced for closer to £400.

Beware of aftermarket alarms and stereo systems. Incorrect earthing and power surges can result in a blown ECU, which, given the complexity of the car's electrics, entails £1000 in parts alone plus hours of labour to extract and replumb burnt-out modules.

Interior

Interior trim is extremely hard-wearing, with only worn seat bolsters to worry about in the main – this can be solved for less than £500 per seat. If the car you're looking at has suffered sunroof drain rust, the headlining often ends up discoloured and drooping. Replacement panels are no longer available from BMW, and if you can find one you're looking at £2000 for parts and another £2000 to fit it, bearing in mind the complexity of the sunroof assembly it fits around.

Steering and suspension

At nearly two tonnes, the 8 Series punishes its suspension. A shimmy under deceleration and braking is a sign of an impending suspension rebuild – at £1000-£1500 per corner. Drive it hard and it'll eat through a set of rear tyres in just 12,000 miles.

V8s and V12s are both fundamentally reliable, well-known engines

Hard-wearing interior leaves little to worry about

Transmissions are untemperamental, electronics less so

The 850CSi's hydraulically actuated rear steering system can suffer from pipe corrosion and seizure of components if it's neglected. If the hydraulic actuator, pressure accumulator and associated electronic control unit all need replacing, the bill will exceed £10,000 in parts alone.

Transmission

So long as it's been correctly serviced, neither manual nor automatic gearboxes should give much trouble, so check for a full set of service stamps in the history file and, if possible, cost-breakdown sheets demonstrating annual transmission fluid changes.

The vast majority of E31s are automatics, but the manual 8 Series gives its clutch a hard time. Most only last 25,000 miles, although harsh use can see them wear out in as little as 6000. A replacement clutch costs around £1600 all-in for parts and labour.

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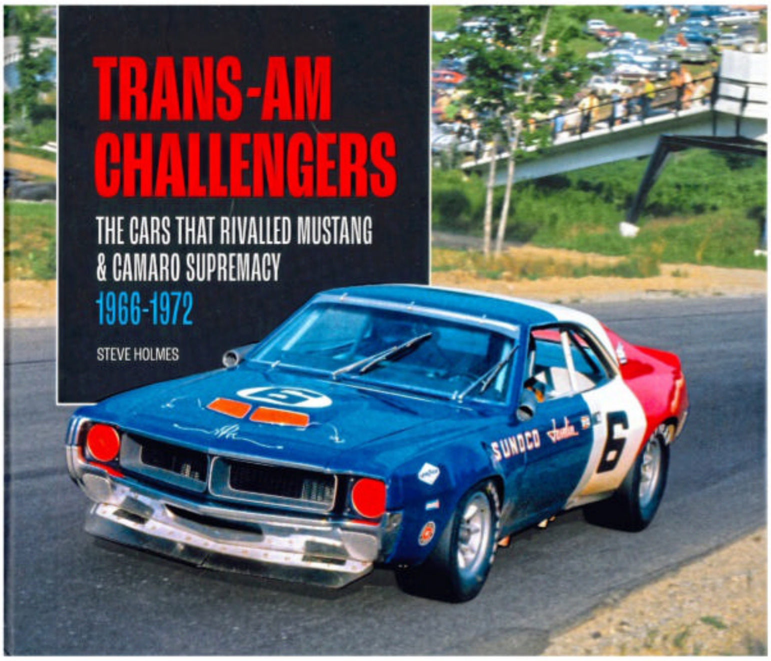
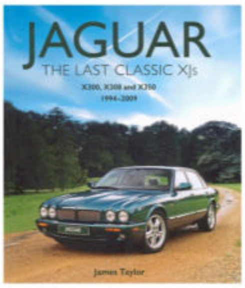


Trans-Am Challengers

By Steve Holmes, £35, *veloce.co.uk*, ISBN 9 781836 440345
A book that announces from the off that it's going to ignore the well-known stories and focus on the curios always promises to be fascinating. Thankfully, Steve Holmes delivers with *Trans-Am Challengers*. And this isn't just about muscle cars either. The tone is set early on in a rarely-seen photo of the very first race tackled by a Ford Mustang, which shows it struggling against Lotus Cortinas and – of all things – a Volvo PV544. This is the untold story of American saloon-car racing in the Sixties and Seventies, painted in vivid colour.

Holmes' rule has to essentially tell the story of the Trans-Am championship while ignoring the Mustang and Camaro which dominated the top classes and front rows. As a result, we get the tale of Mini Coopers at Sebring, in addition to lesser-known American programmes featuring Cougars, Firebirds and Javelins, the AAR Plymouths, and interlopers from Australia.

Holmes tells the story chronologically, so we see rule changes and economic headwinds intervening as the years pass. It ends abruptly in 1973 with the formation of IMSA GT, but as Holmes states, the Trans-Am Championship survived despite this. Perhaps the post-1973 era is a story for another book.

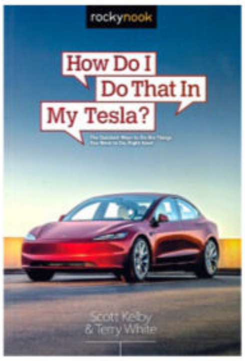


Jaguar: The Last Classic XJs

By James Taylor, £30, *crowood.com*, ISBN 978 0 7198 4529 1
In reality, 'The Ford Era XJs' might have been more accurate, but the point James Taylor is making is self-evident. This book tells the story of the cars that returned the familiar XJ style to the road with the Ford-funded X300, then the development of the V8-powered X308, and finally the X350 which managed to retain the original sense of style while bringing the concept bang up to date with all-aluminium construction and a wider range of engines including diesels.

It's a combination of industry-insider accounts and originality guide, introducing the cars and delving into the minutiae of colour-codes, options and production changes. However, the most interesting elements concern the things we aren't so familiar with, such as the internal Ghia concept which inspired the X300's retro style, and the estate and limousine versions which never reached production.

Unfortunately, the story ends abruptly, with no real explanation as to the Tata buyout and the development of the X351 – a subject for another time?



How Do I Do That In My Tesla?

By Scott Kelby & Terry White, £25, *rockynook.com*, ISBN 979 8 88814 376 6
Ever since it landed in the mass-market, the Tesla Model S has divided car enthusiasts. Not least because, to many of us who've grown up with Haynes manuals and socket sets, it's terrifyingly complex and alien to mechanics.

What Kelby and White have done here, in effect, is write a Haynes-style manual for the Tesla. A combination of owners' manual, problem-solver and mythbuster, it makes the prospect of running one – especially secondhand – less intimidating.

Unfortunately, it's not all good news. The last chapter, 'How to deal with the haters', supposedly provides Tesla owners with responses to criticism, but the responses themselves are smug and riddled with holes – there are still no real answers regarding how you'll go about running one when they're banger-money and need their batteries changing, or how you're supposed to do a long trip in one without access to the Supercharger network. Still though, as a groundbreaking step towards de-mystifying the electric vehicle, this is a landmark book.

MORE TO ENJOY

Porsche Carrera 3.0
By Guy White, £15.99, *amberley-books.com*
An incredibly deep dive on a model of 911 which usually only merits a single chapter in a broader book at best. However, White commendably dispenses with the potted marque history and cracks straight on extolling the virtues of the 1976-1977 successor to the 2.7 Carreras, followed by an originality and ownership guide. Illustrated by photos snapped at car shows, but if you're after this level of information to plug a gap in your 911 library, that won't matter at all.

The Complete Book of Corvette
By Mike Mueller, £45, Motorbooks, *quarto.com*
The fifth edition of Mueller's bible on all things Corvette now includes the mid-engined C8. All the previous exhaustive information collected by Mueller is still present and correct, but the new model gives all the concepts Mueller's explained over the years, like the XP882, Four-Rotor GT and GTP-inspired Indy, a sense of validation. And how much longer can the 'Vette survive? If not, this book might also offer some closure.

All these books are available from Chater's, many with discounts. For more information go to *chaters.co.uk*

MODELS

1:43-scale Alfa Romeo Giulia Spider Prototipo
Matrix, £118.99
No, it's not a GTC. This small resin model of Alfa's Spider-that-wasn't is unbeatable in the what-is-that stakes. It's set off beautifully by delicate wipers and mirrors, lustrous paint and proper carpet even in a tiny 1:43. Impressive – but you pay for it.

1:43-scale Cisitalia 202SMM Cabriolet
Esval, £125.99
Another rare, tiny Italian gem in resin from Esval. While the Farina Cisitalia cabriolet isn't as beautiful as the coupé, this model is still fascinating, with delicate chrome – including microscopic yet recognisable Farina 'F' badge – enhanced by vivid lime-green paint. Pricey for something so small though.

1:18-scale BMW Z1
Minichamps, £209.99
This is a hugely expensive diecast, but ambitious given the logistics of engineering downward-sliding doors and a double-cantilevered bonnet for authenticity. It's all reminiscent of Revell's Z1 diecast model kit. But unless you're extremely skilled, your self-build model didn't a transparent-lidded, fully-stocked fusebox.

1:43-scale Aston Martin 15/98 2/4
Matrix, £121.99
Vintage Aston Martin models are rare, so Matrix's resin is a rare opportunity. AMOC and VSCC badges suggest LMC 25 is a real car too. The model is proportionally excellent, but the 2D dashboard and untextured fabrics mean it doesn't feel like £122-worth, unfortunately.

All models are available from diecastlegends.com

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Phil was too busy driving to worry about the dusty paintwork

A cheap, easy fix?

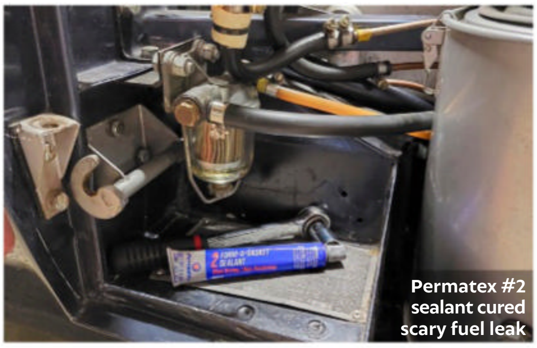
1962 Jaguar E-type S1 FHC
Owned by Phil Bell
(*phil.bell@bauermedia.co.uk*)
Time owned 15 years, eight months
Latest/total miles 83/111,578
Latest/total costs £9/£16,764
Previously Cold starting fixed; fuel leak not so

Images of my Jaguar out and about have become so rare of late that I considered creating a non-fungible token (remember those?) for this month's lead image. But here it is, enjoying a spot of zooming around Bedfordshire. Excuse the barn-find look – not an attempt to add value but a measure of my excitement at fixing first the cold-start problem (Our Cars, October 2025) and the subsequent fuel leak. Time spent washing away garage dust would have been time wasted, when a long overdue drive was both possible and safe from the risk of conflagration.

If you're thinking you've already read an Our Cars about me finally curing my fuel system leaks, you'd be right. Fitting a fuel pressure regulator did a good job of bringing down my electronic pump's output to a pressure the fuel system was originally designed for. The fibre washers sealing the banjo unions to each carburettor could finally be trusted. The rest of the system seemed fuel-tight, too.

Until my last Our Cars report, when the unions between the fuel lines and bulkhead-mounted filter began dripping furiously. Remedies suggested on the E-type forum included being brave with the tightening spanner (tried previously), checking and refinishing the mating surfaces (tried previously), fitting copper instead of fibre washers or applying a light smear of Permatex #2 to the washers. Well thank you forum user Geoff Allam, that's the best £9 I've ever spent, and one of the quickest fixes to solve a persistently knotty problem.

It's a gasket sealant – crucially one that's resistant to petrol – and is the non-setting type, so the seal should be easy to break when I choose, rather than when the Jaguar next fancies springing another worrying leak. That little tube will become a permanent travel companion, joining the growing kit of spares added to each time a previous part let me down. Some wag will tell me once you choose to carry a spare, that part will never fail again anyway. I'm not superstitious enough to believe in such 'laws' but if I were, I'd argue that would be the perfect result – the mere presence of a replacement part warding off future failure. If only.


Permatex #2 sealant cured scary fuel leak

Accuse me of trust issues, will you? Well, my test run wasn't as carefree as you might expect, instead punctuated with frequent stops to check the joints remained fuel-tight. They were. Relieved, my mind became free to relax into the drive, savouring the sights down the valleys of the bonnet, the sounds of the twin-cam surging along on its torque wave and the satisfying sensation of every shift through the normally patience-testing Moss gearbox. I was lost in the moment, figuratively and literally – my normal 20-something-mile test route had grown into more than 80 by the time the E-type was nosing itself back into its garage. Enjoying a few moments gazing at the gently ticking car before returning to the house for dinner, I realised my guilt at its heavily dusty appearance had evaporated. A job for another day.

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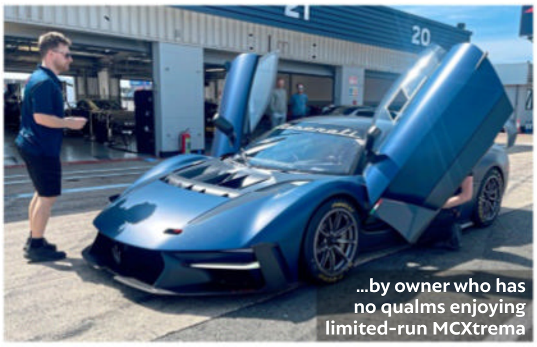
Nathan has been inspired to use the Ghibli more…



…by owner who has no qualms enjoying limited-run MCXtrema

Xtrema reactions

1997 Maserati Ghibli Cup
Owned by Nathan Chadwick
(c/o *classic.cars@bauermedia.co.uk*)
Time owned Two-and-a-half years
Latest/total miles 450/86,806
Latest/total costs £0/£28,024
Previously Showtime at London Concours

Time waits for no man, so the saying goes. It's a statement that became rather apparent as the past year has unfolded, with an odd mixture of the automotive and the personal being intimately entwined.

In late 2024 I was invited to Maserati Ascot to see the UK's only MCXtrema – a 740bhp track-only beast with a build run of just 62 – being delivered to its owner; I took the Ghibli. I'm usually immune to limited-number track-only hypercars; while I appreciate the engineering and design, it's a sad truism that most barely turn a wheel, instead existing as a mere investment. But owner Mike Hilton is different. An avowed Alfa Romeo and Maserati enthusiast, he owns an ex-Jolly Club GT Junior, an AlfaWorks 2.0-litre 4C racing car, an original Ghibli and has a long history of Maserati ownership.

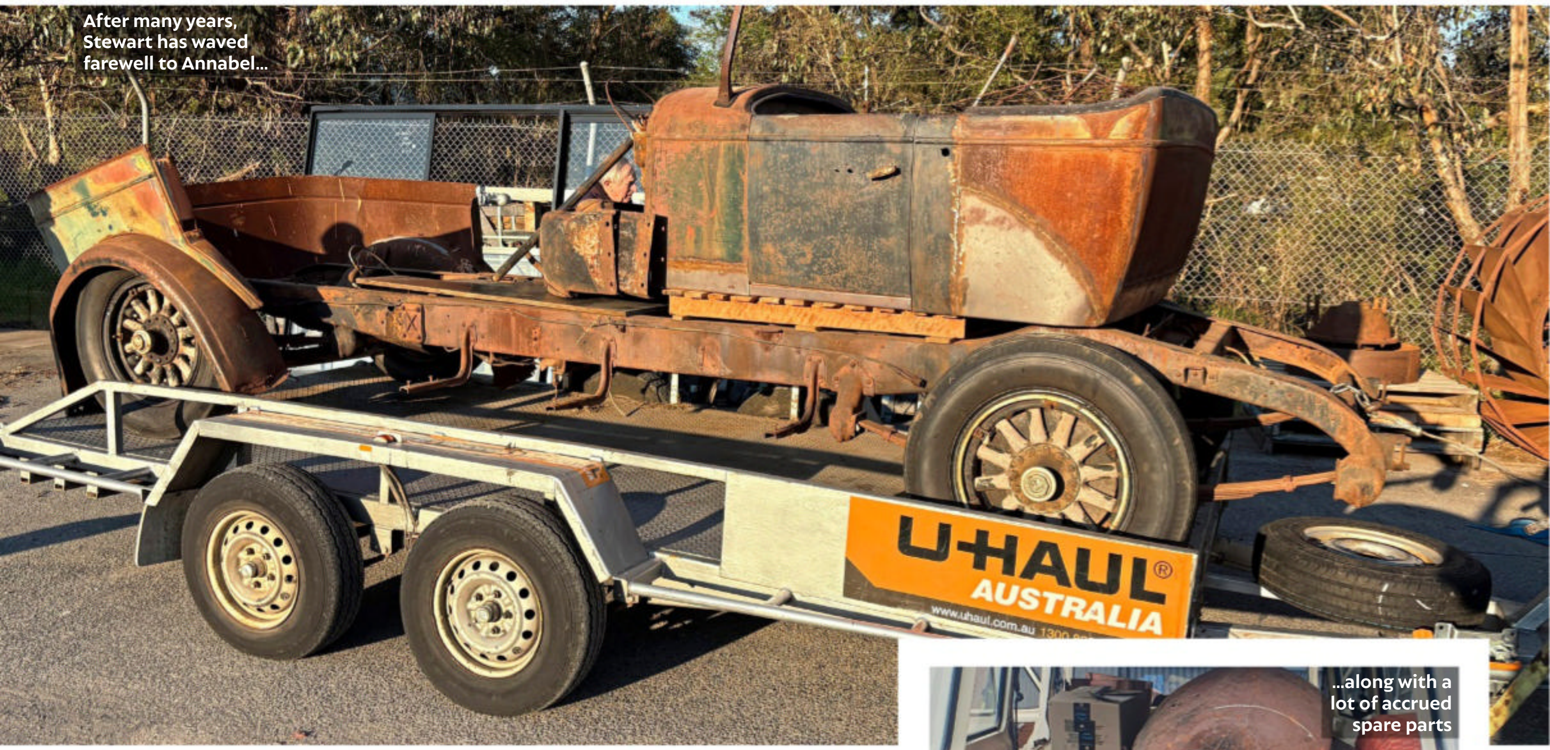
Over the past year, Mike's definitely shared his passion for everyone to see. He's taken the MCXtrema on track at Donington and invited me to Silverstone to see him getting tuition from racing driver Sean Hudspeth. It's truly great, inspiring even, to see someone take the giant leap and indulge their passion in such a committed fashion. At Silverstone it was chomping through fuel at 1.7 litre a minute, at £4.60 a pop for 102-octane, for example. Mike has also been using the car all year, having fun at other events.

It's a poignant thought as, at the time of my trip to Maserati Ascot, my father was in the process of starting life's final lap. In the hours waiting for the inevitable, there was plenty of time for reflection on the nature of life in general. The decisions we make, the choices, and the sacrifices.

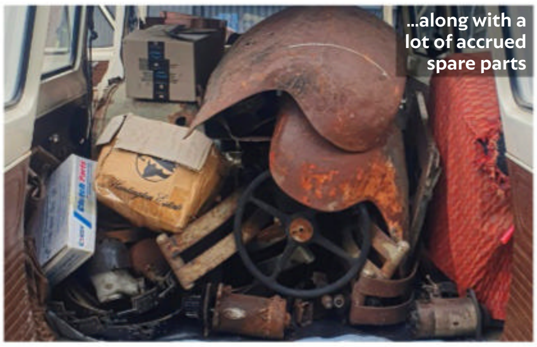
When I acquired the Ghibli, there were many people who said I was mad. I'm sure you've heard something similar with your own classic, or perhaps another hobby. My dad dedicated a lot of time to playing jazz in local big bands for more than 30 years. Mike Hilton spent seven figures on his passion, and I financed myself to the neck for the Ghibli. All of these passions could be deemed silly, strange… reckless, even.

But life is difficult, often unkind and ultimately short. Even if things take a turn for the worse later in life, and forces you to sell most or all of the elements that make up your passion, at least you will have been able to experience and enjoy it, even if only for a short time. Better to have regretted than to have not. On each occasion I've seen Mike and his MCXtrema over the year since, it's further emboldened me to use the Ghibli, even if it's just to take it out for a drive.

It brings me back to my father's last night, holding his hand as the pain relief started to kick in and he drifted off to unconsciousness, accompanied by his favourite Paul Auster album. It made me think that without our passions, we are just machines; it is what makes us human. If you happen to be questioning your passion – automotive or otherwise – the past year has taught me one thing: make the most of it while you can.



After many years, Stewart has waved farewell to Annabel…



…along with a lot of accrued spare parts

Goodbye Annabel

1926 Chrysler Imperial E80 ute
Owned by Stewart Perry
(c/o *classic.cars@bauermedia.co.uk*)
Time owned Six years, five months
Latest/total miles 0/Unknown
Latest/total costs £0/£6875
Previously 'Annabel' moves into my shed

Long-time readers of *Classic Cars* will have followed my journey with my 1926 Chrysler Imperial project from the start five years ago. It all began when I read the wonderful book *Overlanding with Annabel* by Stuart Gore, which chronicles the travels of Annabel, a similar 1926 Chrysler Imperial rescued from a scrapyard and driven across Australia in the late Forties. Soon after, a friend offered me a project car, and I jumped at the chance to recreate the famous Annabel.

A lot has changed over the past six years. Back then (pre-kids and other significant family caring responsibilities), I optimistically estimated around 500 hours would see the car back on the road as an Annabel replica. Fast forward to 2025, and that number feels like a distant blip, and possibly decades away. After months of me saying, 'I think I should sell the Chrysler,' and my wife Kim gently suggesting it stay on the back burner, we finally made the difficult decision to find it a new custodian.

I first advertised the car nine months ago – in our local car club magazine, on Facebook Marketplace, and on the Just Cars website (*justcars.com.au*) – with zero interest. Not a single call. Recently, while overseas, I received a text, 'Hey mate, is your 1926 Chrysler Imperial still for sale?' It was from fellow enthusiast Nathan Perkins who'd seen the ad on Facebook Marketplace. We arranged a call.

Nathan owns a restored, running and almost reliable 1926 Chrysler Imperial E80 Roadster. He was initially hunting for spare parts, but my ad caught his eye. He liked the idea of Annabel as a future project and was especially interested in the large collection of spares I'd assembled over the years that would fit the project and his existing roadster. Once I was back in Australia, Nathan came over. A few days later, he rang with an offer we were both happy with.

Deal done, the following Wednesday my daughter and I collected the half-finished engine from the builder. She was fascinated watching a classic Mini block being bored while we were there. Parts were also extracted from countless hidey-holes across my and my dad's sheds.

On the Friday, my father, uncle, and I loaded everything into our ever-handy 1974 Ford Transit – a subject of past Our Cars reports – and pulled the Chrysler onto a trailer for its final journey in my ownership. It was delivered to Nathan on the Saturday and safely tucked up in a shipping container out of the weather.

Having let go of one medium-sized project, it seemed only natural to fill the void with another – hopefully less time-intensive – project. More to follow…

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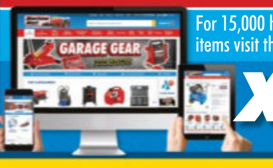

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1962 BENTLEY S2 CONTINENTAL

Elegant, graceful, just some of the words used to describe this lovely S2. The coupe body work is by H J Mulliner and our car is one of only 72 right hand drive Continentals made. This car comes with comprehensive paper work and only 55,600 miles.

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1986 PORSCHE 911 TURBO

Beautifully presented in Artic Silver with light silver grey leather interior, this is great example of the 993 generation. Being the last generation of the air cooled 911's this car is becoming highly sought after and increasingly collectible.

2018 ALFA ROMEO 4C

A rare Alfa 4C in Nero black. A real head turner with great presence. Unusually for a car of this size and price it was built with a full carbon fibre tub so it's incredibly light and stiff giving great performance and precise handling. With only 14,500 miles this could be a great investment.

1989 BENTLEY CONTINENTAL

The Continental was the flagship of Bentleys range when it was introduced in 1984. Impeccably engineered and hand built by Mulliner Park Ward it was the ultimate in coach built luxury motoring. This car comes with comprehensive paperwork and only 48,700 miles.

1984 LAND ROVER SERIES 3

One of the last Series 3 Land Rovers. Our's has had extensive refurbishment with many new parts including an interior retrim. The rear seats are in a station wagon layout meaning that it can seat seven people.

1966 TRIUMPH TR4A

A great looking car and in very good condition inside, out and mechanically. The upgrade to the TR4A included an independent rear suspension set up transforming the way the car drives. This car also comes with the "Surrey" top giving added practicality.

2000 MINI COOPER

Classic Mini Cooper in fantastic condition and looking great in metallic green with cream roof and black part leather interior. 2000 was the last production year of the "classic" Mini and we're delighted to have such a lovely example for sale.

2007 LAND ROVER DEFENDER 110

Burnt orange was never a standard colour for Land Rovers but maybe it should have been. Our Defender looks fantastic in Orange and black. The interior has extensive soundproofing and alcantara trim and roof lining. Externally all lights have been replaced with LED's.

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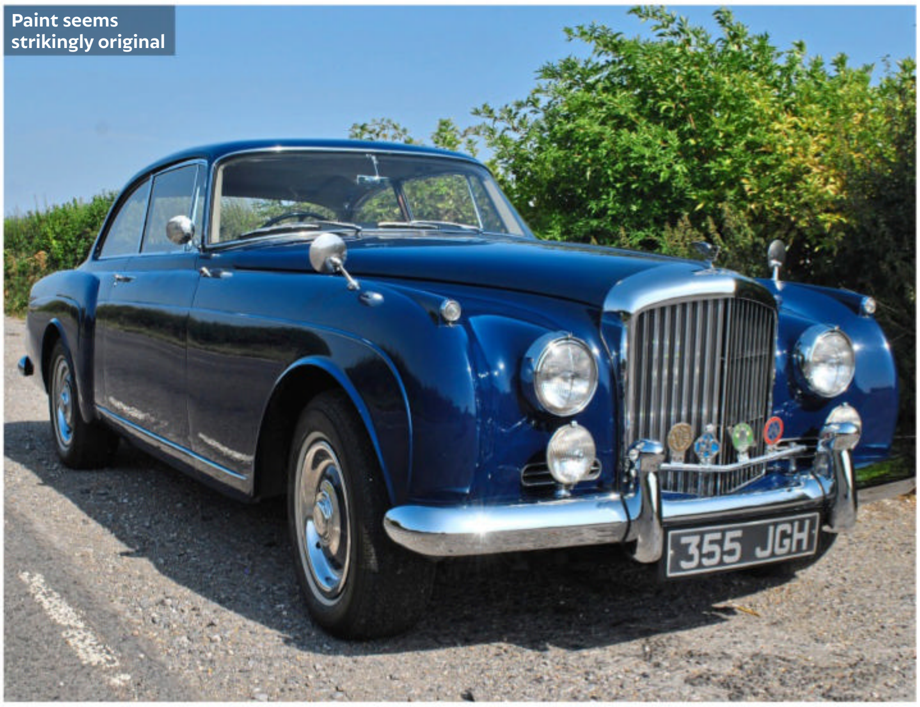

Paint seems strikingly original

Interior retrim holding up well

Engine seems reliable, pulls strongly

1962 Bentley Continental £275,000

This ruggedised Bentley S2 coupé promises grand touring luxury with a surprisingly dynamic drive, Sam Dawson finds

This is top-end money even in the rarified world of Bentley Continentals. Upwards of a quarter of a million for an S2 is more like S1 money. However, in truth all 'Series' Continentals offer good value – a relative concept at this level – compared to the similar-looking R-type Continental that sired the breed. You'd need £700k for an R-type in comparable condition, and values for those have been wavering of late. A well-sorted S2 may be a safer place for your money.

This one comes backed up by a sizeable history file which begins before the car even hit the road. The WO Bentley Foundation sourced its original build documents – dated 1961 – as well as confirming that it was delivered new in 1962 to a Mr James Anderson. It came to London in 1966, bought by a Mr B Gray. Whether or not this was the noted composer, we don't know, but it would coincide with the height of Barry Gray's fame. From 1994, it resided in the Bentley collection of Messenger Group Newspapers owner Eddie Shah.

MoT certificates only begin in 1996, so they can't confirm the car's 55,550 miles as genuine, but they are continuous from this date. It was treated to a thorough overhaul by Rolls-Royce & Bentley Garages in 2010, followed by a £7164 retrim by Strong & Turton in 2012. A thorough inspection by Hillier Hill in 2013 identified a Harvey-Bailey handling kit and stiffer factory 'Colonial'-specification rear springs, and found no faults ahead of it changing hands for £180,000. This was followed up by a thorough £11,625 mechanical overhaul by top marque specialist P&A Wood in 2016, which saw the engine, gearbox, brakes, steering and the electrics all rebuilt.

It still presents well. The paint is evenly faded, the clearly hand-painted coachlines still unbroken. It's consistent, but there's a small patch of sinkage just below the passenger-side door handle. The chrome is excellent all-round, although the passenger-side front hubcap is dented. Strong & Turton's leather is still in excellent condition inside, as are the carpets, but the wood is more heavily patinated, generally solid but with cracks adjacent to the instrument faces.

It drives well. The big V8 starts instantly on the ignition key, and both Harvey-Bailey and 'Continental' elements of the chassis make themselves felt fairly instantly, with a firm precision more reminiscent of a Mercedes than a Bentley on A-road bends. Brakes are excellent, drawing the car up straight and abruptly, and the Avon Turbosteel tyres seem to grip well, although they are dated 2016.

One fault reared its head on our test drive – the electric windows worked briefly, but failed, something which will be addressed before sale. But as a Continental blending originality with tactical restoration, which has had a significant amount of money spent on it, and offers an unusual specification which makes it more driveable without compromising a sense of originality, it's eminently usable.

CHOOSE YOUR BENTLEY S2

- Replacing the S1 in 1959, the Bentley S2 was the first of the marque to feature the long-lived Rolls-Royce L-series V8 engine. The standard saloon bodywork was unchanged from the S1, but interior revisions included a new dashboard and steering wheel, and power-assisted steering was now standard.
- A Drophead Coupé version was offered by the coachbhilder HJ Mulliner.
- The S2 Continental coupé, with a more powerful engine and gearing revised for higher speeds, succeeded the S1. A redesign by Vilhelm Koren via Park Ward gave the shape a straighter waistline and sculpted rear light clusters. More radical ponton-sided bodywork by James Young was also optional.
- The S2 was on sale for three years and succeeded by new S3 range from late 1962.

1962 Bentley S2 Continental

Price £275,000 **Contact** Winchester Autobarn, Hampshire (*winchesterautobarn.com*, 01962 677776)
Engine 6230cc V8, ohv, two carburettors **Power** 220bhp @ 4000rpm **Torque** 252lb ft @ 1800rpm
Top speed 115mph **0-60mph** 10sec **Fuel consumption** 11mpg **Length** 5384mm **Width** 1829mm

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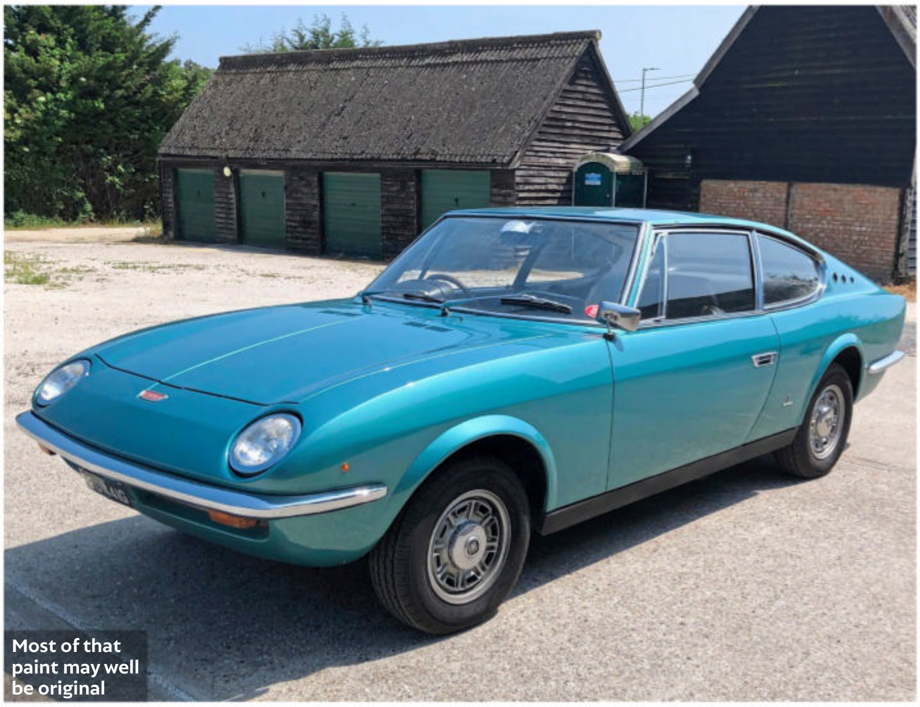
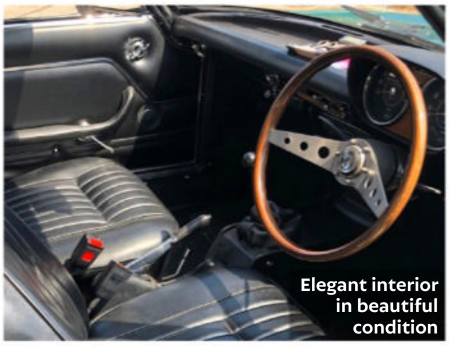


Most of that paint may well be original



Elegant interior in beautiful condition

Engine nothing special, but rugged

1969 Fiat 125 Samantha £42,000

Fancy a scarce and clean Sixties Fiat with a dash of Lamborghini Miura cool? Alan Anderson has found just the thing

Just four Fiat Vignale Samanthas are rumoured to remain, out of 98 made in total and around 20 in rhd. This makes this example quite possibly unique in the northern hemisphere – there's currently another for sale in Australia up for £49,995. But does the drive match up to the Miura-style looks?

Based on the Fiat 125 saloon, the heavier Vignale is a pleasant if not exactly quick coupé, but has lots of character. The engine starts readily and pulls cleanly and the whole car retains a fault-free feel with no slack in the steering or suspension. The well-treaded Radar Dimax Classico tyres are in good order but are of an indeterminable age and most likely to have been fitted before being imported to the UK. The transmission is a delight to use with its strong synchromesh and tight gearchange. No oil pressure gauge is fitted but the temperature needle never nudges past the halfway mark when hot.

The Light Verde Green metallic paint appears to be mostly original, having spent the bulk of its life in native Italy, and there are no signs of rust. Best of all, individual panels were number stamped at the factory and they also still match up. The underside is exceptionally clean and while the sills look like that they've been undersealed and painted black, this is actually how Vignales came out of this coachbuilder's factory. The car has a nice sense of patina as a result, and the large, heavy Jensen Interceptor MkI-sourced doors haven't dropped. The paintwork was given a localised refresh around 2000 and remains immaculate. Like the rest of the chrome, the Cromodora alloy wheels and hub caps remain nicely original.

If you think the Vignale's exterior is something else then the interior, with all its delightful touches, is even better. Said to be original, the black vinyl seats are in time-warp condition, as are door cards, headlining and carpeting. Like the black billiard-ball gearknob, the special Ferrara wood-rimmed steering wheel is also unworn. There's been no additions, not even a radio. Being right-hand drive, it has a couple of quirks such as a solitary nearside door mirror and a headrest, albeit only on the passenger side.

The fact that the fairly clean engine compartment has been left untouched cements this Samantha's originality. This dealer specialises in importing unusual Italian classics and invariably they come with little service history. This Vignale is special in so far as it was ordered in 1971 by an Italian who still wanted a rhd model and it is in fact the third from last Vignale made by the Turin company. The car was subsequently passed on to the owner's daughter and then on to the Amadducci Collection in Cesena, from whom dealer Paul Duce bought it. Subsequently it has appeared in a magazine article, won awards at classic shows and starred in the *Down at the Barns* YouTube channel.

The Vignale Samantha is very much a classic that you either crave – irrespective of price – or not. This one is a fabulous survivor, and if kept in its present condition, is bound to retain its residual value as well as desirability.

CHOOSE YOUR FIAT 125

- Based on the outgoing 1300/1500, the Fiat 125 was launched in 1967. Essentially an enlarged 124, it lengthened the 124 bodyshell and featured a 90bhp, 1.6-litre engine.
- Unlike the 124, Fiat didn't offer an in-house coupé variant, so coachbuilder Moretti stepped in with its 125GS, reclothing the car in a style, emulating Pininfarina's Dino Spider.
- Following its 1967 concept car, Vignale put its luxurious Samantha four-seater fastback into limited production in 1969.
- Sportier 125S, with modified cylinder head giving 100bhp and a five-speed gearbox, added to the range in 1968.
- 125S renamed Special in 1970 and reworked as a luxury model, with plusher interior trim and optional automatic gearbox. Production ended in 1972, replaced by new 132.

1969 Fiat 125 Vignale Samantha

Price £42,000 **Contact** Classics & Cabriolets, Essex (*classic-cabriolets.co.uk*, 01702 543555) **Engine** 1608cc four-cylinder, ohc, carburettor **Power** 100bhp @ 6000rpm **Torque** 94lb ft @ 3000rpm **Top Speed** 103mph **0-60mph** 12sec **Fuel Consumption** 22-25mpg **Length** 4232mm **Width** 1625mm

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BMW M3 4.0 V8 6 SPEED MANUAL CONVERTIBLE 2013. ONLY 22,000 MILES. Space-Grey Metallic with full Black Leather Electric Sports Seats. It was then Purchased in 2016 by its Second Owner who has owned it until recently. BMW Factory options include: Navigation Package Professional, Harmon Kardon Premium HiFi, DAB Radio, Business Prep with Bluetooth, Cruise Control, Heated Seats, Park Distance Control,Xenon Headlights, Illuminated Gear Stick, Multi Function Steering Wheel, Daytime Driving Lights, Power Fold Mirrors. Full BMW Main Dealer Service History with Invoices and Full MOT History. This Car is Quite Simply the Very Best and Most Original Examples we have ever seen.Being the 6 Speed Manual it is also Extremely Rare **£32,995**

AUDI S5 3.0 V6T TFSI QUATTRO AUTOMATIC 2011.7 SPEED S-TRONIC CONVERTIBLE ONLY 34000 MILES FROM NEW. Factory Options Included: Colour Sat Nav, S5 Bucket Seats Embossed Head rests. 19" 5 Multi Spoke Sport Alloy Wheels, Black Power Hood,Chrome Pack- chrome mirrors, Chrome Front Grill. Upgraded Bang and Olufsen HiFi Premium Sound System, Bluetooth Phone, Aluminium inserts on the Dash and Centre Console, Cruise Control. Full Audi/Specialist Service History. A Fabulous 4 Seater Powerful Touring Car in One of the Best Colour Combinations **£14,995**

BENTLEY ARNAGE R 2010 ONLY 9500 MILES FROM NEW. This Exceptional Ultra Low Mileage Arnage was one of the last Registered in 2010 by Jack Barclay London. Finished in the Ultimate Colour Combination Sapphire Black with Full Linen/Imperial Blue Leather Electric Front/Rear Seats. Flying B Radiator Mascot, Chromed Door Mirror Caps, Jewel Filler Cap, Rounded Tailpipe Finishers, Mulliner Small Rear Window, Interior Dash Top Roll in Two-Tone, Rear Entertainment with Screens in rear Headrests, Remote Control To Rear Centre Armrest, Bluetooth Rear Headphones, Rear Veneered Picnic Tables, Wood/Leather Steering Wheel, Naim Premium Audio HiFi, Reversing Camera, ipod interface, Rare 20" Sixteen Spoke Alloy Wheels with Polished Centres **£64,995**

JAGUAR F-TYPE 5.0 S V8 SUPERCHARGED 2013 8 SPEED CONVERTIBLE. ONLY 24870 MILES FROM NEW. This is one of a small number of 5.0 V8 Supercharged S Models produced in Rear Wheel Drive. Finished in Metallic Satellite Grey with Full Pale Grey Leather Electric Heated Seats. Factory Options include: 7" Colour Touch Screen Sat/Nav, Bluetooth Phone, Meridian Sound System 380w Music with Audio Interface, Front/Rear Park Distance, 20" Black Tornado Alloys, Switchable Sports Exhaust, DAB Radio , Heated Seats. Multi Function Steering wheel with Paddle Change, Push Button Start Stop, Cruise Control, Power Fold Mirrors, Fitted Battery Conditioner, Full Jaguar Main Dealer Service History with Service Invoices and Full MOT History. For More Detailed Information Please Call or email........... **£33,995**

BMW M4 S55 3.0 T DCT AUTO CONVERTIBLE 2015 ONLY 14000 MILES FROM NEW. Finished in Metallic Austin Yellow with Full Black Extended Merino Leather. This Beautifully Preserved BMW M4 was Ordered New in the Launch Colour of the M4. Factory Options Inc. Wide Screen Colour Sat/Nav with Split Screen, Harmon Kardon Hifi with Surround Sound, Bluetooth Phone and Music Steaming,DAB Radio, Carbon Fibre Interior Trim, Electric Heated Memory Seats with Illuminated Headrests, Heated Steering Wheel, Wind Deflector,19" M Double Spoke Alloys, Cruise Control with Braking,Extended Interior Light Package, Xenon Headlights, Air Scarf Seating Heating. Full BMW/ Specialists Service History, Full MOT History **£26,995**

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2016/16 (2017 Model) Bentley Bentayga W12. Finished in Dark Sapphire Blue with new tyres and 22 inch directional Black painted and polished alloys with Panoramic roof and City Specification. Linen leather with secondary hide in Imperial Blue. Full Mulliner spec. One family owner, 29,000 miles with FSH. Stunning condition........................ **£65,999**

2013/13 Bentley Continental 4.0 V8 GTC in Granite with a Black hood, 21 inch alloys and Beluga interior, with contrast stitching, heated steering wheel, massage and ventilated front seats, rear park camera and spare wheel. Unmarked and known to us for many years, with only 50,700 miles and FSH. Outstanding value...**£43,950**

2014/14 Bentley Continental GTC 4.0 V8 S Mulliner in special order Kingfisher Blue with a new Blue mohair hood and seven spoke Black Limited Edition wheels. Beluga interior with Flying B's and stitching in Linen, with rear park camera. Only 3 previous owners, 58,000 miles with full Bentley history. Immaculate throughout.................**£48,950**

2009/09 Bentley Arnage T Mulliner with 20 inch 5-spoke alloy wheels. Finished in Diamond Black with Cotswold hide and dark stained Burr Walnut veneers, retractable Flying B mascot, upgraded radio and sat nav with DAB and rear park camera. Only 30,500 miles with 16 service stamps. Immaculate throughout...**£44,950**

2008/08 Bentley Flying Spur Mulliner. Finished in Silver Tempest with 20 inch Mulliner alloys and an electric glass sunroof. The interior is again Mulliner design in Portland leather, stitched in Beluga. Only 79,000 miles with Full Service History. Immaculate condition throughout..**£19,650**

2006/56 Bentley Continental GT Mulliner. Finished in Beluga with 20 inch alloys and Beluga interior finished in Mulliner style with Walnut veneers and door inlays in quilted leather. Full history, immaculate condition throughout... **£21,250**

2002/52 Bentley Arnage R. Finished in Royal Blue with 18 inch alloys, with Magnolia interior and Nautic Blue secondary hide, with carpets to match and Walnut veneers. Only 74,000 miles with full history and known to ourselves for many years. Always maintained regardless of cost. Outstanding value, only **£23,995**

2010/10 Bentley Continental GT Speed. Finished in special order Moroccan Blue with 20 inch Speed wheels. Beluga interior with contrast stitching in Linen and stitched Flying B's on the seats in Linen. Rear park camera and Convenience Specification. Only 58,000 miles with full history. Immaculate condition. Amazing value........**£28,950**

2006/56 Bentley Azure in unmarked Silverlake with French Navy mohair hood, Flying B mascot and 19 inch alloys. The interior is in beautiful condition, trimmed in Magnolia with Nautic secondary hide, two tone steering wheel and Madrona veneers. Only 39,000 miles with full history and in immaculate condition throughout **£97,950**

2007 Model/56 Bentley Arnage T Mulliner. Finished in Anthracite with Beluga interior. Bright Aluminium Inserts To Fascia & Waistrails, Flying B Radiator Mascot, Wood & Leather Steering Wheel and upgraded sat nav / stereo. Known to us for last 4 years, only 74,000 miles with full history **£32,950**

2005/54 Bentley Continental GT. Finished in Diamond Black with 19 inch five spoke alloys, with Saffron interior and Beluga secondary hide. Known to ourselves for 4 years and maintained regardless of cost, with only 58,000 miles, with full history. Immaculate condition throughout .**£19,250**

2002/02 Bentley Arnage Red Label LWB in Meteor Blue with chrome radiator grille and bumpers. Silverstone leather with picnic tables, vanity mirrors, Walnute veneers, door inlays and French Navy carpets piped in Silverstone. Just 77,000 miles with FSH. Known to us for 5 years, amazing value at...**£26,250**

2006/06 Bentley Continental GT. Finished in unmarked Beluga with 20 inch Speed wheels, with Beluga interior with Walnut veneers including the door and rear quarter inlays. Supplied by ourselves 8 years ago and maintained regardless of cost. Immaculate condition throughout **£18,950**

2013/13 Bentley Continental GT Speed in Glacier White with Black 21 inch Speed wheels and red brake calipers. Beluga interior with Pillar Box Red stitching and 3 spoke steering wheel in Beluga stitched in Red. Massage and ventilated front seats and rear park camera. Immaculate throughout, only 27,000 miles with FSH.................**£44,950**

1997 P Bentley Continental T. Wide Bodied in Black Sapphire with 18 inch 5 spoke alloy wheels. Parchment interior with French Navy piping, Dark Blue carpets with Parchment piping and Burr Walnut veneers. Known to us for 6 years and maintained to the highest standard. 65,000 miles, immaculate throughout...............................**£82,950**

1999 Rolls Royce Silver Seraph in unmarked Royal Blue, with almost new white wall tyres and electric sunroof, private plate included. Barley interior with Walnut veneers, picnic tables, vanity mirrors, electric reclining seats, updated sat nav, DAB radio and rear park camera. Only 72,000 miles with FSH. Immaculate **£35,950**

2005 Model/54 Bentley Arnage T Mulliner in Silver Tempest with 19 inch split rim alloys, Mulliner wing vents and quad exhausts, with Magnolia interior, contrast stitching and French Navy carpets piped in Magnolia. Vanity mirrors and turned alloy inserts to waistrails and dash, immaculate condition..**£26,450**

2003/52 Bentley Arnage T. Finished in Black Sapphire with 19 inch split rim alloys. Cotswold interior with French Navy embroidered Flying B's and French Navy secondary hide, with Walnut veneers and French Navy carpets. Only 33,800 miles with FSH. Known to ourselves for many years, immaculate condition throughout, must be seen **£31,950**

1991 H Bentley Turbo R MK II Active Ride. Finished in unmarked Royal Blue with standard 15 inch alloys, with a Cream coachline. The interior is trimmed in Parchment leather piped in French Navy and French Navy carpets piped in Parchment. Lots of history, outstanding condition, only **£13,999**

1996 Model Bentley Azure. Finished in Masons Black with 17 inch sports alloys, with Beluga interior with Walnut veneers and Black carpets. Service history. This car is in superb condition and a real head turner. An investment at only **£46,999**

1986 C Rolls Royce Corniche Convertible. Finished in Aurora with a new Spruce Green Mohair hood and Champagne interior piped in Spruce with Spruce carpets and Walnut veneers. Upgraded radio unit including sat nav, DAB and park camera. Known to us for 23 years. 68,000 miles with FSH, immaculate...................................**£89,995**

1995 N Rolls Royce Silver Spirit MK IV. Finished in Wildberry with Cotswold interior and Mulberry carpets. Fitted with picnic tables and bottle cooler to the rear. This car has only covered 86,000 miles, with FSH and has been known to us for over 16 years. Unmarked condition throughout and highly recommended **£21,250**

1980 V Rolls Royce Silver Wraith Series II in Walnut with Beige vinyl roof and limousine style rear window, with Corniche style hub caps and trim rings. Magnolia interior with Chestnut carpets, Magnolia piping and picnic tables. Only 58,000 miles with lots of history and the bodywork is immaculate...**£37,950**

1990 Model G Rolls Royce Silver Spirit MK II Active Ride in Royal Blue with twin coachline in Cream and white wall tyres. Magnolia interior piped in French Navy and French Navy carpets with vanity mirrors to the rear. Known to us for several years, with service history and in outstanding condition.........**£18,950**

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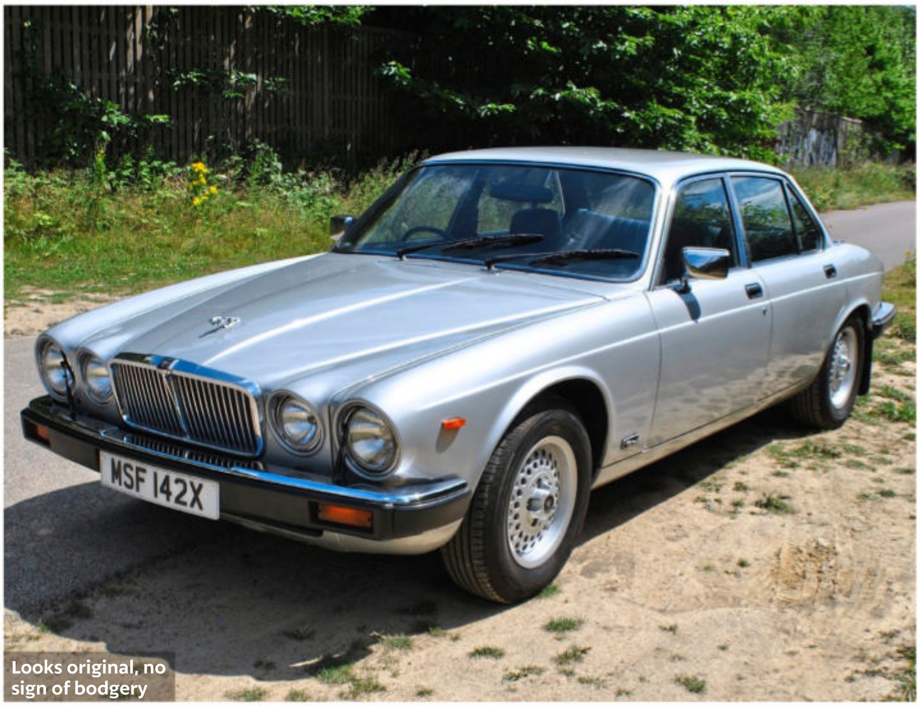
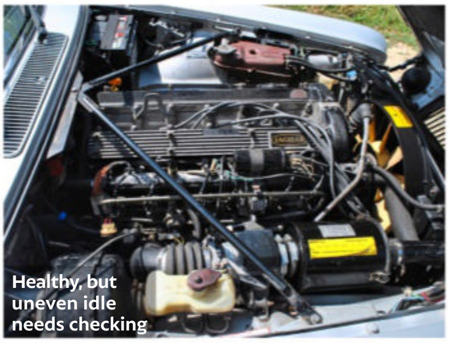


Looks original, no sign of bodgery

Patinated but sound interior



Healthy, but uneven idle needs checking

1981 Jaguar XJ6 4.2 S3 £10,000

Sam Dawson has found a nicely-preserved XJ which blends originality with a fastidious maintenance schedule

Series 3 Jaguar XJ6s are emerging from the doldrums. Finally worth restoring after decades of near-bangerdom, they offer the promise of Sixties elegance with Eighties dependability. But given the shoestring budgets many have been run on, they need buying carefully.

This one looks promising. Its original service book, issued by Heron of Rossleigh, documents regular main-dealer services in Scotland from 1982-2003, with routine visits to top Jaguar specialist Appleyards in Edinburgh from 1990-2001, which bridges one of the gaps in its MoT certificate haul from 1994-2000, during which time the odometer went from 41,576 miles to 44,411.

Other gaps aren't quite so easily explained. 2005-2008 (62,681-64,725) and 2016-2019 (66,986-72,445) are missing, and the presence of a SORN form from 2013 suggests it spent some of this period kept off the road. By this point it was also owned by Lucas Wedding Cars of Troon.

Whether this meant light use and regular in-house servicing, or neglect, is unknown. However, earlier this year its Clacton, Essex-based owner spent £1866 recommissioning it at Jaguar specialist T Bougourd, whereupon the current vendor Anthony Godin acquired it.

The overall condition is one of originality, patinated but cared-for. The leather seats and steering wheel show clear signs of wear, and the vinyl trim is faded, but it's all solid-feeling. Even the British Leyland switchgear feels precise. There is a patched-up cigar burn on the driver's-seat armrest though, and the headlining is slightly mottled.

It's a similar story outside. The bodywork and paint is generally very sharply presented and consistent, although there is a small rust bubble at the bottom corner of the driver's-side door, and a further rust spot at the base of its A-pillar. On the passenger-side front quarter there are scratches on the chrome bumper-quarter, and rust bubbles on the wing. There is some silver paint overspray on the rear bumper rubber, suggesting a localised respray at one point. This condition continues under the bonnet, with everything looking original, working as it should and containing healthy-looking fluids, but all just slightly tarnished, with the odd bit of surface rust on the exhaust manifolds.

The 4.2-litre XK engine starts readily enough, and pulls smoothly and quietly, although there's a slight lumpiness to its 600rpm idle. Temperature settled to a regular 60-70°C, but the oil pressure gauge suspiciously remained at 100psi throughout even when switched off, suggesting a sender or gauge fault.

The steering is sharply responsive, with no slack, but there's a noticeable road hum from its 2017-dated Nexen N-Blue Eco tyres when driven on smooth tarmac. The brakes are reassuringly effective.

This is top money for a Series 3 XJ and it isn't perfect. However, as a car to use straight away without worrying about, it's a better bet than a cheaper example riddled with old bodges.

CHOOSE YOUR JAGUAR XJ6

- Launched in September 1968 to replace Jaguar's sprawling four-model saloon range (240/340, S-type, 420 and 420G), the XJ6 was originally available with a choice of both 2.8- and 4.2-litre engines. The De Luxe specification brought leather trim.
- Long-wheelbase XJ6L 4.2 introduced in 1972.
- Series 2 introduced in 1973. Troublesome 2.8-litre entry-level engine replaced with established 3.4 XK. Frontal restyle featured smaller radiator grille and higher-mounted bumper. Short-wheelbase model dropped in 1974, standardising XJ6L.
- Pininfarina-restyled Series 3 replaced S2 in 1978. Rubber-faced bumpers, new rear light clusters and a revised slimmer-pillared roofline all featured. 4.2-litre had Bosch electronic fuel injection.

1981 Jaguar XJ6 4.2 S3

Price £10,000 **Contact** Anthony Godin, Tunbridge Wells (*anthonygodin.co.uk*, 077699 70559) **Engine** 4235cc six-cylinder, dohc, electronic fuel injection **Power** 200bhp @ 5000rpm **Torque** 236lb ft @ 2750rpm **Top speed** 128mph **0-60mph** 10.5sec **Length** 5067mm **Width** 1377mm

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Incredibly lustrous for an old red Astra

Extensive electronics still work as they should

Sixteen-valve engine really drives like new

1991 Vauxhall Astra GTE 16V £24,995

It was all-conquering in the early Nineties, now Matthew MacConnell asks how well this example earns its price tag

After a shaky start with wayward handling on the early eight-valve Astra GTE MkII, Vauxhall addressed the issue with the much-revised 16v of 1988. Although not quite as sharp-steering as a Peugeot 205GTi 1.9, it was nevertheless the most powerful hot hatch in its class, offering 154bhp. The racing version won the British Touring Car Championship with John Cleland the following year. But does the pedigree make this one worth its premium price?

Slotting the small immobiliser fob into the dashboard and turning the key sees this GTE fire into life before settling to a low burbly idle. The gearbox and engine in this example are perfect; this could be one of the best examples available on the UK market. Stomp the throttle, and it effortlessly picks up speed with no banging, knocks or judders. Its brakes scrub off speed without any squealing or pulling. It's clear this example has been well cared for by its two previous owners.

Like the engine and gearbox, this car's bodywork is particularly shiny with zero rust or missing plastics. The electronic antenna rises from the wing after starting the engine and all the exterior lights work as they should. Peeking under the driver's door shows some missing paint, while the lower plastics could do with a little shine, but this is only necessary if you plan on winning concours. The Pirelli P6000 tyres have plenty of grip, although these should be changed as they are over 20 years old.

These Astras arguably had one of the coolest dashboard gauge clusters fitted to a production car, and the digital dash on this example works perfectly. Similarly, the original radio, sunroof, heater/blower and interior lights all work. The electronic driver mirror refuses to go left to right but does go up and down; the passenger side mirror works as it should. The rear and passenger seats show no signs of sag with no rips or tears, but there's a small hole on the driver's seat bolster. The headlining is also sagging and will ultimately need to be either replaced or refixed.

This example hasn't had any garish pipes, hoses or other modifications fitted under the bonnet, and remains factory fresh, aside from a newish battery. All the original-style hoses are in place, and all the fluids look fresh. Again, like the bodywork, there are no signs of corrosion, nor are there any notable knocks or bangs on tick-over. Like the paintwork, the engine bay may require regular shine to maintain its factory-fresh look. The car comes with the original service book, which shows six stamps, the original brochure, plus old MoTs and receipts confirming the 43,538 odometer mileage.

We were surprised after driving this Astra GTE. Very few horses, if any, have escaped over the years, perhaps because it's been cherished while remaining in the same family with just two owners. The paintwork is in superb condition and will only require frequent polishing, but the interior, although original, requires some work in places like the headlining and driver's bolster. Still, this little car is ready to be driven and enjoyed.

CHOOSE YOUR ASTRA GTE MKII

- Launched in 1984, the Vauxhall Astra MkII was an anglicised version of the Opel Kadett E. It carried over the running gear from the MkI, but featured a new aerodynamically-smooth bodyshell in hatchback, estate and, from 1986, Belmont-badged saloon forms.
- GTE MkII was launched after the rest of the MkII range with the previous generation's 115bhp engine and a standard digital dash; analogue instruments were optional.
- Two-litre 124bhp engine replaced 1.8 a few months into GTE production.
- Following the 1987 Quicksilver concept, the Cosworth-engineered 16v replaced the 2.0 in 1988. Revised suspension aided handling.
- Leather-trimmed run-out editions sold through London dealerships in 1990 ahead of new Astra MkIII launch in 1991.

1991 Vauxhall Astra GTE 16v

Price £24,995 **Contact** The Car Cave Scotland, Bonnyrigg, Midlothian (*carcavescotland.co.uk*, 01875 820527) **Engine** 1998cc four-cylinder, dohc **Power** 154bhp @ 6000rpm **Torque** 150lb ft @ 4800rpm **Top Speed** 135mph **0-60mph** 7.5sec **Fuel Consumption** 26-31mpg **Length** 3998mm **Width** 1662mm

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FERRARI F8 TRIBUTO 2020: Rosso Corsa with Nero interior. Carbon Fibre trim. Yellow brake calipers. 20" Dark Forged wheels. 18,000 miles only from new. Excellent specification to include parking camera, front and rear parking sensors, full electric seats, suspension lifter and many other features. Recently serviced with a year of Ferrari warranty........................**£199,950**

JAGUAR XK 120 ROADSTER 1950: Silver with Navy Blue and Grey hide interior. Polished stainless steel wire wheels. A very early steel bodied original RHD example. Original engine block. 5-speed gearbox. Body-off chassis restoration many years ago utilising the services of many well-known specialists........**£84,995**

MERCEDES-BENZ 280 SL 'PAGODA' (W113) 1969: Opalescent Maroon with Black hide interior. Matching Maroon hard-top and black mohair soft-top. Automatic/P.A.S. 90,000 miles only from new. Comprehensive history and known to us for many years........................**£109,500**

JAGUAR XJ V8 4.2 Ltr SPORT (X-350) 2003: Midnight Black with Ivory hide interior. 18" 'Sepang' alloy wheels. Three owners. 53,000 miles only from new. Full service history. Very high specification. Previously supplied by ourselves........................**£10,995**

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JAGUAR 240 1969: Jaguar Light Blue with Navy Blue interior. Four owners. 79,000 miles only from new. Manual/overdrive. Comprehensive history. Excellent useable example which has benefitted from much recent expenditure........................**£14,995**

MERCEDES-BENZ 350 SL (R107) 1972: Classic Mercedes White with white painted hub caps. Black hide interior. White hard-top and black soft-top. Rear seats. Automatic/P.A.S. Four owners. 33,700 miles only from new. Comprehensive service history from new. One of the first UK supplied examples........................**£39,995**

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1995 PORSCHE 911 (993) CARRERA 4 COUPE (LHD). Supplied by Sonnen Porsche of San Francisco BLVD, the original invoice is within the history file. Finished in Polaris Silver Metallic with Classic Grey leather seats, having benefited from California's dry climate the body and paintwork are in immaculate condition as is the interior commensurate with the low mileage of only 58,896 miles. In June 2021 at 57,775 miles the Porsche had a full recommission at renowned Porsche Specialists Gantspeed details are within the history file along with the invoice totalling £2,921. Comes with a service book, owners manual etc. This iconic example of Porsche's final version of the air cooled engine is widely regarded as the best generation of the 911 ever produced **£64,995**

ULEZ COMPLIANT

2014 JAGUAR XK R 5.0 V8 SUPERCHARGED COUPE *ONLY 19,400 MILES*. Finished in immaculate Ultimate Black with Ivory Hide seats and Dark Mesh Aluminium Veneers, Black Leather Dash and centre console with Ivory stitching. Featuring a 5.0 litre Supercharged Dynamic R Engine. High spec with electric memory climate seats, heated and multifunctional steering wheel, cruise control, 7inch LCD touch screen, rear view camera with front and rear parking sensors, dual zone front climate control and much more. Full main dealer service history. Only covered 19,400 miles. Exceptional example combining luxury with power...................... **£39,995**

1989 BMW 635 AUTO Finished in immaculate Alpine White with Lotus White full leather. Specifications include Full Nappa Leather, Electric Sunroof, Air Conditioning, Sony Music system, rear blind, electric seats with memory, ellipsoid headlamps, switchable automatic gearbox etc. Last used at 102,302 miles in 2012 and now fully recommissioned and ready for the road again. Immaculate well looked after example with extensive BMW Main Dealer History. Becoming very hard to find **£28,995**

1988 MERCEDES R107 500SL. Finished in immaculate Pageant Red with Beige Hide. Sold by us to a local lady in 2008 and serviced and maintained by us and has covered only 10,000 in 17 years. Facelift model with the all Alloy Engine, 4 speed gearbox, ABS brakes and flat face alloy wheels. Specs also include electric windows, cruise control, radio cassette, headlamp wash/wipers and front fog lamps. Original book pack, fully stamped service book and file of invoices for service and maintenance keeping the car in the magnificent condition it is today.................**£27,995**

1989 JAGUAR XJS V12 CONVERTIBLE. Only covered a mere 33,000 miles from new. Finished in unmarked Signal Red with Magnolia Hide and Black Hood. Last owned by a local lady who had the car in her collection since 2018 unused. Full service history backed up by 12 service stamps, old MOTs and invoices. Specifications include heated seats, cruise control, radio/cassette and cross spoke alloys. Comes with original handbooks, service book and tool kit. Exceptional example with excellent history **£27,995**

1997 ROLLS ROYCE SILVER DAWN LWB AUTO. A rare opportunity to acquire a very rare Rolls Royce Silver Dawn. Only 87 RHD out of a total production of 237 of these fabulous last of the line ZA service Rolls Royces. Immaculate Midnight Blue with unmarked Parchment Hide piped in Royal Blue, dark Blue Lambswool rugs and walnut trim. Rolls Royce alloy wheels with white band tyres. Last owner for the past 10 years. 9 main dealer stamps to 30,200 miles and 2 more service and invoices from Rolls Royce Specialists. Silver Dawn Book Pack, Handbook, service book with 13 service stamps and a file of invoices and old MOTs. Also included is the registration plate of "B2 BTE". Excellent example of a very collectable Rolls Royce........................**£26,995**

1995 BMW 328I CONVERTIBLE *ONLY ONE OWNER AND ULTRA LOW MILEAGE OF 10,900 MILES*. Finished in totally unmarked Montreal Blue with Light Grey Leather. Sold new to its one and only owner in April 1995 by L & C of Croydon and serviced by them and then by Berry of Croydon, all fully documented in the accompanying file. Also the new car invoice confirming the spec which includes sports and heated seats, air con, OBC, tracker, hard top, radio cassette etc. Comes with a soft car cover and tonneau for when the hard is down. The very best you will find, collector quality totally original and mint. Gillett Car - The best a man can get.................................**£24,995**

2005 TOYOTA ALPHARD CAMPER VAN. Slimline elevating roof with end kitching. Kitchen can be accessible from inside the van or through the rear door outside. Finished in immaculate Metallic Grey with virtually as new Grey Trim. With Alloy Wheels, Air Conditioning, Automatic Transmission, Sat Nav and DVD player. The end kitchen looks to be new and unused as does the fridge. Ready to drive away into the sunset for only **£21,000**

ULEZ COMPLIANT

2007 JAGUAR XKR 4.2 V8 CONVERTIBLE SUPERCHARGED. Finished in immaculate Lunar Grey with Charcoal hide Black hood and Black 20 inch split rim alloy wheels. Only 51,000 miles and a full service history with 9 stamps in the service book. Specs include Sat Nav, Cruise Control, Electric heated seats with Electric lumbar adjustment, rear park assist and alpine music system. Dynamic stability control and much more. Comes with original book pack, service book, 12 months MOT and 12 months warranty. Super Car Performance for only.......................**£19,995**

1989 VOLKSWAGEN SCIROCCO GT *ONE OWNER 19,000 MILES ONLY*. This stunning 2nd generation 1.8 litre GT Coupe is finished in its original and immaculate Metallic Grey with Grey Trim. Serviced by Volkswagen Main Dealers Colborne of Surrey. Owned by an elderly gentleman who covered just over 1000 miles in the past 19 years. Comes with the original Scirocco instruction manual and dealer information. Service invoices, service print out and 2 sets of keys. Totally original Scirocco in time warp condition..........**£18,995**

2002 MASERATI CAMBIOCORSA 4.2. Finished in one of the best colour combinations of Blu Mediterranean with Crema hide. With the 4.2 Ferrari Built 4.2 V8 engine. Specs include Climate control, electric heated seats, electric windows and Maserati Media System. Only 54,000 miles from new with Full Maserati History mainly by Maranello and comes with fully stamped service history backed up with a large file of invoices and old MOTs original manuals and tool kit. Exceptional value Italian SuperCar for only **£17,995**

ULEZ EXEMPT

1980 MGB ROADSTER. This stunning MGB is finished in immaculate Factory Black with Black Leather, Wire Wheels, Overdrive, Mohair Hood and Pioneer KE2900 Radio. 64,000 miles, comes with MOT certificates dating back to its first one at 3 years old and a large file of invoices for service and maintenance detailing the care and attention this exceptional MG has had to keep it in the condition it is today. One of the best on the Market, don't miss this one! **£14,995**

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1989 LOTUS EXCEL SE. Finished in stunning Monaco White with Beige Tweed trim. Last of the line model with the final upgrade including flared front wheel arches, longer rear spoiler, lowered bonnet, new style road wheels and increased BHP to 180bhp. 5 speed Toyota gearbox also fitted. Only 7,000 miles since 2001 now covered only 78,000 miles. Comes with 3 files of invoices and MOTs back to 1995. Previously owned by a Lotus Mechanic. Exceptional condition well looked after example **£14,995**

ULEZ
EXEMPT

1971 MORRIS MINOR TRAVELLER. Finished in Teal Blue with new Light Blue trim and dark Blue carpets. The woodwork and chrome are also in very good condition. Recorded mileage of 82, 000 comes with old MOTs, invoices for work done for the last owner for the past 9 years including the retrim, owners handbook, original jack and tool kit and two sets of keys. Drives very well and is ready to take to shows this year.. ......**£14,995**

1989 MERCEDES 230E COUPE AUTO *ONLY 55,000 MILES*. Finished in Mercedes Blue/Black with cream leather interior. Very high spec which includes an electric tilt and sliding sunroof, electric front and rear windows, alloy wheels, leather trimmed steering wheel and radio/CD player. Only 55,000 miles from new with 22 service stamps in the service book and only 3 owners from new. Comes with its owners manual and stamped service book. Very hard to find a low mileage and low ownership example... **£14,995**

ULEZ
COMPLIANT

2006 MASERATI QUATTROPORTE EXE GT. Immaculate Nero Black Metallic with Ivory leather, contrasting Black stitching, gloss Black trim, wood rim steering wheel, Alcantara roof lining and electric sunroof. Only 57,000 miles, featuring the 4.2 V8 Ferrari built petrol engine with a 6 speed Maserati Famous F1 paddle shift gearbox with sports mode. Comes with all its original handbooks a Grey Paul Maserati Main Dealer History with 7 stamps in the service book and 2 sets of keys. Stunning looking low mileage immaculate Italian Supercar.........**£12,995**

ULEZ
COMPLIANT

2006 BMW 320 CI SE COUPE *ONLY ONE OWNER*. Finished in immaculate Sonora Metallic with Futura Exclusive Beige Leather Upholstery. Complemented with Myrtle Wood Trim. Supplied new by Cooper Chelmsford to its only one owner from new and serviced by them 12 times in its 46,000 miles covered from new. Only being sold due to the owner's health. Comes with all its original books including Handbook, Service Book, 12 BMW Service Stamps, Old MOT's, Original Sales Invoice and Literature. Files of invoices from Cooper BMW detailing services, etc. When only the very best is good enough. DO NOT MISS THIS ONE IT'S PERFECT!.........**£12,995**

ULEZ
COMPLIANT

2016 MERCEDES-BENZ E-CLASS E350 AMG NIGHT EDITION BLUETEC 2987CC. Finished in Obsidian Black Metallic with Black Nappa Leather. Only 2 owners and full service history. 9 speed automatic with multi functioning steering wheel and paddle shifts. Spec include dual climate control, front and rear parking sensors, cruise control with limiter, heated front seats, Isofix points to the rear, 7 inch display, Mercedes Comand Online system, voice operated control system, specialist paddle controlled ghost alarm system, service print out and all manuals in the original Mercedes Benz wallet. Known for its performance and efficiency for only **£11,495**

ULEZ
COMPLIANT

2003 AUDI TT CONVERTIBLE MK1 1.8 AUTO *RARE BASEBALL INTERIOR*. Finished in immaculate British Racing Green with Green Electric Hood. Desirable and rare Baseball tan leather interior which was a special limited run optional feature. Only covered 31,000 miles from new. Specs include climate control, heated seats and electric windows. Highly sought after stunning looking Audi TT with low mileage and ownership becoming hard to find..**£10,995**

ULEZ
COMPLIANT

2005 MINI ONE *ONLY 16000 MILES AND ONE OWNER*. Finished in Pure Silver with unmarked Grey trim. Comes with a complete set of MOTs and service invoices to confirm the exceptional low mileage of this mint condition one lady owner 16,000 mile car. Supplied with all its original book pack, handbook, service records, old MOTs and 2 sets of keys. Collector quality car, when only the best will do **£9,995**

ULEZ
COMPLIANT

2003 BMW 320i SE SALOON. Last owner bought this from our local BMW dealership at 15,000 miles and 6 years old. He kept it in the immaculate condition that it is today. Finished in immaculate Mystic Blue with Grey Trim leather/wood steering wheel walnut dash and door cappings. Spec includes 5 speed manual gearbox, climate control, cruise control, rear park assist, alloy wheels, BMW business music system. Comes with documented service history, old MOTs, handbook and 2 keys. Now covered 84,000 miles and looks like a 2 year old car. Exceptional condition and exceptionally well looked after.... **£4,295**

1976 KAWASAKI KH250 B1 VERY RARE AND COLLECTABLE. Full nut and bolt rebuild to an exacting standard and unused since the rebuild. Within the file is a detailed account of all new Genuine Kawasaki parts used for the restoration. Comes with original manuals, copy of the original brochure and V5. Produced between 1976 and 1980 this first year of production B1 is also known as the "smoothest triple" a 3-cylinder 2 stroke engine. STUNNING EXAMPLE DEFINITELY A SHOW WINNER **£19,995**

1997 HARLEY DAVIDSON FATBOY FLSTF *VERY LOW MILEAGE*. This 1340cc Fatboy is in immaculate condition and has only covered 7,000 miles. Finished in a very rare limited production colour of Purple Metallic. Produced from 1990 to 2017 this example has been in a private collection.Very hard to find a better one. A sound investment at.................**£11.995**

1992 DUCATI 851 DESMOQUATTRO SUPERBIKE. This remarkable example has only covered 16,700 miles and comes with a full main dealer history, service book, owners manual, MOTs and a selection of invoices. Fitted with carbon look cans, the original cans are supplied with the bike. Recently benefited from a major service including a new cambelt. Collector quality low mileage iconic superbike......................................**£10.995**

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1961 Aston Martin DB4 Series II - We are delighted to offer this incredibly correct, matching numbers Aston Martin DB4 Series II onto the market that still retains its factory colours of Black Pearl paintwork and Dark Grey Connolly leather........................ **£499,995**

1954 MG TF 1250 - FO 7394 is a home market, UK supplied MG TF 1250 that has an incredible history file spanning the best part of 60 years. The MG has arrived in beautiful condition with an excellent chassis, bodywork and a gorgeous six-year-old paint finish **£24,995**

2002 Aston Martin V12 Vanquish - This very special Aston Martin was one of only 100 professionally converted to have three pedals and a stick shift by Aston Martin Works soon after its manufacture. With only 48,000 miles on the clock, this rare, low mileage car is a great find.. **£89,995**

1973 BMW 2002Tii – This is an exceptional example of a BMW 2002Tii having been subject to a recent extensive bare shell, bare metal body restoration (with photo record), an electrical overhaul, and a first-class mechanical recommissioning program........... .... **£59,995**

1958 Jaguar XK150 FHC - This is a beautifully presented, very usable home market matching numbers XK150 that we are delighted to offer onto the market. Led a very sheltered life since restoration and will prove an ideal car for shows, events and long distance touring **£67,995**

1968 Shelby GT500 - This genuine Shelby Mustang GT500 was beautifully rebuilt by UK specialist and has covered minimal miles since completion and comes with comprehensive documentation................................. **£179,995**

1994 Mercedes-Benz E320 Sportline - This superb example has covered only 27,000 miles in the past 24 years while being meticulously maintained throughout its recent ownership **£26,995**

1950 Morris Minor Series MM Tourer - Having spent almost 50 years in Australia, the Morris arrived back in the U.K via container in the late 1990's and was then subject of a total rebuild by Ian Allen at Minor Services in Cambridgeshire **£17,995**

1989 Peugeot 205 1.6 GTi - This stunning, incredibly correct Peugeot 205 GTi has covered 68,000 miles from new and comes with a fantastic history file to include the original bill of sale, service books, handbooks, spare key with original Peugeot keyring, MOT's and comprehensive invoice file **£16,995**

1989 Jaguar XJS V12 Convertible - G798 TUU spent 35 years with one owner, has covered just 61000 miles and comes with its original bill of sale and incredible history back to new to include service booklet, brochures, MOT's since it was three years old and invoices/ receipts.. **£27,995**

1978 Aston Martin V8 Vantage - This beautifully kept, very original car is a low mileage example that has spent large proportions of its life in dry storage and comes with a detailed history file..... **£224,995**

1969 Jaguar E-Type Series II - ORO 8H is a stunning 4.2L 2+2 with both a beautiful interior, fantastic exterior, and provides a brilliant driving experience **£59,995**

2003 Porsche 911 996 GT3 - This is an exceptional example of the 996 GT3, with only 38,000 miles from new and fantastic service history. The original order form from Porsche Centre Mayfair details the extensive list of extras and the stage-2 mapping prove an exceptional combination............... **£72,995**

2013 Morgan 3-Wheeler - This stunning Morgan Three-Wheeler has covered 17000 miles from new and boasts an impressive specification and list of expensive upgrades including an S&S Stage 2 upgrade and mappable ECU...................................... **£29,995**

1975 Bentley Corniche Convertible - Some reports suggest just 31 RHD examples were ever built, and this particular Bentley has a believed genuine mileage of 87000 and is finished in its correct colour combination **£124,995**

1955 Jensen 541 - This Jensen has recently benefitted from an extensive recomissioning program that included a new aluminium Dennis Welch Motorsport Cylinder Head, a full engine rebuild, braking system overhaul, suspension overhaul, and carb rebuild. A great driving beautiful car **£67,995**

1997 Ferrari 456 GTA - With only 21,000 miles on the odometer, a beautiful exterior, and a roaring V12 engine, this Ferrari epitomises collectable and luxury supercars. Accompanying the car is a comprehensive history file of routine servicing and original handbooks.. **£59,995**

1953 Triumph Thunderbird 6T - This example features Edward Turners Sprung Hub which was a suspension component that provided around 2 inches of vertical travel on the rear end and was inspired by the landing gear of a Gloster Gladiator fighter aircraft...... **£9,795**

1966 Ford Mustang 302 V8 Uprated – On arrival in the UK the Mustang was put through an extensive body-off restoration with photo record. The main lovable characteristics of an American muscle car are the noise and the feel of the torque, and this Mustang excels in both departments **£29,995**

1962 Ford Consul 375 Convertible - This is the most original, low mileage Ford Consul we've ever offered for sale, and it has been known to us for 25 years. Available only because of the advancing years of a long-term owner this really is a gem that is sure to please.. **£15,995**

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1974 Rolls Royce Corniche - The car has just five former keepers and has covered less than 9,000 miles in the last twenty years. Having been in storage for 9 years - it is possible that the current recorded mileage of 26,900 is correct...£34,995

1996 Rolls Royce Silver Spirit - This is one of those special, low mileage, low ownership cars that are often so difficult to find. This stunning example has covered just 19,000 miles with an exceptional service record £36,995

1993 Mercedes-Benz 500SL - This impressive Mercedes Benz SL500 was first registered on the 24th December 1993 and has covered 77,000 miles from new. On the road the V8 powered SL in fabulous, it's strong, powerful offering impressive performance with comfort and luxury £24,995

1932 MG Magna F1 - This beautifully presented MG F Type Magna has been subject of a magnificent bare chassis rebuild. This MG really is a true delight on the road, its six-cylinder engine runs so smoothly and offers really impressive performance £34,995

1970 Mercedes-Benz 280 SL - This car is quite simply the most remarkable SL we've encountered in three decades as a classic car dealer and perhaps the most well-travelled car we have taken into stock.............£99,995

1971 Austin Sprite - Only 1,022 Austin Sprites were ever made making this an exceptionally rare car among its peers of British Leyland Roadsters. Of those made, there are only 103 records of cars in varying condition known to The Austin Sprite AAN10 Register £9,995

1967 Volvo P1800 S Coupe - We are very pleased to offer this Swedish built Volvo P1800 S Coupe onto the market. In September 2015 £16,000 was spent on the Volvo, this included a body restoration and re-paint with a Coachworks company in Dorset...... £32,995

1958 AC Aceca Bristol - This really is a true collector's piece with provenance, extensive history and equally as impressive is its overseas touring reliability, quality of restoration and post restoration maintenance £147,995

1974 Triumph Stag Manual with Overdrive - KKH 295N is a beautiful French Blue Stag accompanied by almost 20 years of history reveals that it has been little used and well maintained and is showing just 51,750 miles £25,995

1967 Jaguar E-Type Series One 4.2 - This magnificent, matching numbers E-Type Roadster has been subject to a full nut and bolt, ground up restoration by a West Yorkshire based, renowned Jaguar expert and restorer....................................... £139,995

2004 Aston Martin DB7 Zagato - We are very pleased to offer onto the market this ultra-low mileage Aston Martin Zagato. This car, number 053 of 099 ever built has covered less than 12,000 miles from new and comes with an impressive service history £274,995

1988 Porsche 911 930 Turbo - Over the past ten thousand miles, over £23,000 has been spent on this car ensuring the car has been kept in outstanding condition. This is a fantastic car to drive, it holds the road, it offers wonderful performance and a top draw driving experience £139,995

1986 Mercedes-Benz 500SL - D185 VGC is a car that has been in continual use since its first registration on the 12th of November 1986 proving years of enjoyable motoring and reliability. The Data Card from Mercedes within the paperwork confirms it is an original UK RHD £32,995

1978 Aston Martin V8 Volante – 45000 miles, accompanied by an exceptional history file including original bill of sale. A stunning, highly original top class motor car that we are very proud to offer onto the market £187,995

1948 Bristol 400 - Acknowledged by specialists to be one of the finest if not THE finest in existence. The subject of a 2000-hour restoration and one of a very few with the more powerful 100A engine. The provenance of this gem is impeccable £96,995

1968 Bristol 410 - TYF 447F has in recent years been subject of a detailed restoration and a comprehensive photographic record has documented this. The body was fully stripped down and rebuilt, beautifully re-painted £43,995

1971 Mercedes 280SE Coupe 3.5 V8 Coupe – PHZ 2 comes to us from a local customer of ours who has owned the car for 11 years having imported it form the sunshine state of California. This Mercedes presents superbly well with an exceptionally solid and original underside, and beautiful interior...£POA

1959 Jaguar XK150 3.4 DHC - This XK150 was subject to a top-quality restoration, is equipped with power assisted steering, and is a UK home Market matching numbers example £112,995

1978 Supercharged MG B Roadster - The uprated MGBs always offer that extra piece of excitement to take out on the road, this example, with its upgraded stopping power and suspension, is the perfect MGB for those who want a truly exceptional MG driving experience £13,995

1927 Citroen 12/24 5 Seat Tourer - This older-restored example was first sold in Dublin, by McEntagart Bros on Leimster Street and we are informed that it was first registered in Ireland with the mark Z48.................. £11,995

1972 MG B Roadster - The MGB was with the same family for around 30 years and has covered little 21,000 miles since a complete overhaul, re-trim, new hood, full bodyshell strip down, restoration and re-paint, and engine re-condition taking the car to a show standard level in 1989...................... £16,995

1959 MG A Twin Cam Roadster - Without doubt, WUY 427 is an incredibly special motor car with an unbelievable level of history and provenance. A fabulous example, it has had just three owners over the past 54 years, has without doubt the most impressive history we have ever seen with an MGA £34,995

1969 Morris Mini Cooper S MKII - This delightful and charming, matching numbers Mini Cooper S MKII was first registered on the 12th of June 1969. In 1993, the Cooper S was subject to a full restoration including the engine being fully rebuilt and tuned to Road Rally Specification £29,995

1973 Jensen SP - The Jensen SP with its Six-Pack carburettor system was launched onto the market in 1971 as the Company's new flagship car. Today these cars are rare, only 232 SP models were produced, this example has just 29,500 miles £59,995

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Aston Martin DB4GT Zagato Race Car

Aston Martin Works 6.3 Virage Coupe

Aston Martin DB7 Vantage GTS II Manual

Lamborghini Espada Series 3 Right Hand Drive

Aston Martin Wide Body Virage Volante

Aston Martin DB2/4 Drophead
Aston Martin DB4 GT LHD
Aston Martin DB4 LHD
Aston Martin DB5 LHD
Aston Martin DB6 Saloon Man RHD
Aston Martin DB6 Volante Man RHD
Aston Martin DB9 Coupe
Aston Martin DB9 Volante

Aston Martin One-77 LHD
Aston Martin Vanquish S LHD
Aston Martin V8 Vantage SWB Volante
Aston Martin V8 Vantage 550 Man
Aston Martin V8 Vantage V600 Man
Aston Martin Virage Volante 6.3
Aston Martin V8 Volante LHD
Aston Martin V8 Volante RHD Man

Aston Martin V8 Vantage Volante LHD
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Mercedes Benz 320 A Cab
Mercedes Benz 300S 1952
Porsche 993 RS

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SALES - SERVICE - RESTORATION

2003 BENTLEY ARNAGE R. 43,000 MILES

Finished in Stunning Silver Storm with Main Hide in Cotswold and Secondary Hide in Nautic Blue, Burr Walnut Veneer Throughout, Veneered Waist Rails, Veneer Rear Picnic Tables, Arnage R Specification, Owned by the Previous Owner for the Last 13 Years, Large History File. **£25,950**

2006 BENTLEY GT. 37,000 MILES.

Finished in Diamond Black, Main and Secondary Hide in Beluga, Piano Black Veneer Throughout, Diamond Stitched Seats with Bentley Embossed to all Seats, Fantastic Service History, Pirelli P Zero Tyres, 3 Keys, Must Be Seen.

£22,950

2005 BENTLEY ARNAGE T. 55,000 MILES.

Finished in Stunning Black Sapphire Blue with Main Hide in Cotswold and Secondary Hide in Nautic Blue, Dark Stained Burr Walnut Veneer with Carbon Fibre, Sports Bumpers, Sunroof, Sports Suspension, Level 2 Sports Package, 19” Two Piece Alloy Wheels Finished in Silver, Pirelli P Zero Tyres.

£25,950

2011 BENTLEY GTC SPEED. 54,000 MILES.

Finished in Stunning Granite Grey with a Brand New Black Roof, Main and Secondary Hides in Beluga with Contrast Stitching in Linen, B Emblems to all Headrests, Piano Black Veneer Throughout, Speed Specification, Convivence Specification, 14 Way Adjustable Electric + Heated + Memory + Massage Front Seats with Lumbar Support, 3 Spoke Multi Function Steering Wheel, Electric + Heated Power Folding Mirrors, Front and Rear Parking Sensors, Reverse Camera, Diamond Quilting, Power Opening and Closing Boot, Cruise Control, 20” Dark Tint Speed Alloy Wheels, Pirelli P Zero Tyres, Fantastic Condition Throughout. **£33,995**

1996 ROLLS-ROYCE SILVER SPUR III. 33,000 MILES.

Finished in Stunning Metallic Royal Blue with Twin Thin Fine Lines in Magnolia, Main Hide in Magnolia with Royal Blue Piping and Secondary Hide in Royal Blue, Burr Walnut Veneer to Fascia Panels and Door Capping’s, Burr Walnut Veneer Rear Picnic Tables and Vanity Mirrors, Extensive Service History, Whitewall Tyres, Must Be Seen. **£29,950**

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£157,000

1986 Aston Martin AM V8 Series 5 EFI

Generally considered to be the most refined and reliable AMV8 lineage. With less than 61 Coupes supplied to the UK market, it is also one of the rarest. Presenting beautifully in Salisbury Blue with a light blue piped Connolly leather interior, this matching numbers example has a full service history and uprated suspension handling kit. 89K miles.

£51,950

1993 Range Rover Classic 3.9 Vogue SE Limited Edition

One of just 40 UK cars in "BRG Metallic" with gold script and Light Stone Beige leather interior. A rare "hard dash" model equipped with air suspension, air con, heated/electric seats, sunroof, and cruise control. Fully restored by Kingsley Cars in 2014 and fitted with a new blueprinted 3.9-litre Top-Hat-Liner engine. Superb condition throughout; MOT to March 2026.

£41,950

1978 Capri 3.0S Mk 3

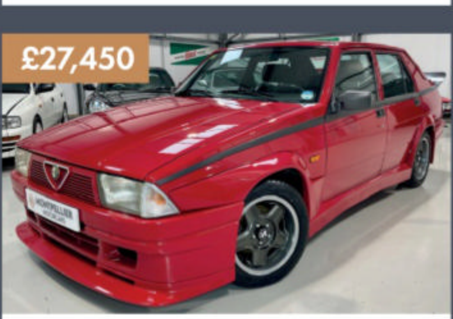
A rare and highly desirable non sunroof model in incredible unrestored condition with just 26K miles from new. A fantastic opportunity for a discerning collector or Fast Ford enthusiast.

£28,950

2002 Aston Martin DB7 Vantage Volante

A stunning Ian Callum-designed GT, powered by a 5.9-litre V12. Just 54K miles with full service history – 22 stamps across two service books from Aston Martin dealers and specialists. Upgraded Alpine multimedia system with Bluetooth and 6 CD changer. Last serviced June 2025; MOT May 2026.

£27,450



1992 Alfa Romeo 75 1.8 Turbo QV ASN

1 of just 1000 limited editions produced for the Italian only market. Fitted with a genuine Alfa 75 Turbo Evoluzione body kit, as well as an IMSA rear spoiler. In excellent condition inside and out, with just over 78,000 kms from new. MOT August 2026. Believed to be the only example currently in the UK and as such, represents a unique opportunity for anyone looking for one of the best and most collectable Alfa 75s available.

£21,950

2005 Alfa Romeo GTV 3.2 24V

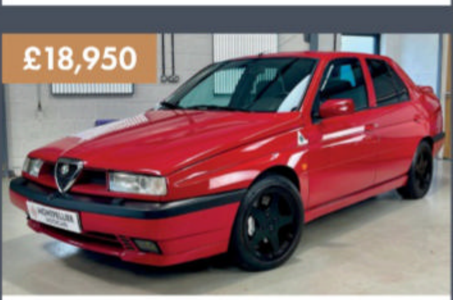
Exceptionally rare in Grigio Chiaro Metallic - one of just 14 Phase 3 GTVs registered in the UK in this colour. Immaculate inside and out, with under 25k miles. Factory spec apart from a Q2 differential, which greatly improves road holding and handling. Fresh cam belt service; MOT May 2026.

£21,950

1992 Morgan Plus 4

A superb example of the first Plus 4 to be built on the wider chassis of the Plus 8. Equipped with Rover's 2.0 litre T16 twin cam engine, 5 speed gearbox and with AVO adjustable performance shock absorbers. Just 25k miles and comprehensive history.

£18,950



1998 Alfa Romeo 155 V6 Final Edition (LHD)

A very rare 1 of only 250 limited edition wide bodied 155s, made primarily for the Japanese market. Featuring a glorious 2.5 litre Busso V6 engine, unique wheels for this model, sportier bumpers, special badging and fantastic sounding sports exhaust. Presented in superb all round condition and benefitting from a cam belt service in 2024. Lots of history and MOT valid to July 2026.

£4,450

1978 Honda CR 125M Elsinore

A lovingly restored example of this iconic 2 stroke motorcross racer, that dominated the sport in the 70s. Fitted with a 125cc single cylinder air-cooled engine, mated to a 6 speed gearbox. Eligible for classic and/or twin shock motocross competitions, add to a collection, use and enjoy off road, or just add to the "man cave".

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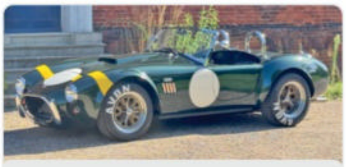

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Number 47 of only 99 built, is finished in Racing Green with Parchment and Forest Green Aniline hides. Powered by a 435bhp V12 with a 6-speed manual, it features Zagato's signature "double-bubble" roof, unique interior trim, and special alloy wheels. First registered in January 2004 and showing just 10,191 miles, it has been meticulously maintained by Aston Martin specialists, making it a superb and rare example of this appreciating modern classic. **£265,000**

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BENTLEY AZURE 2006, 39000 miles, RHD, Automatic, Finished in unmarked Silverlake with a French Navy mohair hood, 19 inch alloys, interior is in beautiful condition, with full history and in immaculate condition throughout. www.hanwells.net (T). **£97950** London (T) Tel:02085679729

BENTLEY CONTINENTAL GT 2006, 117000 miles, RHD, Automatic, Finished in unmarked Beluga with 20 inch Speed wheels, Beluga interior with Walnut veneers, maintained regardless of cost, immaculate condition throughout. www.hanwells.net (T). **£18950** London (T) Tel:02085679729

BOND EQUIPE 1969, 57644 miles, RHD, Manual, 2 litre GT convertible, very good condition, recent replacement rear brake shoes and cylinders, oil and filter change, nice interior in tan leather, chrome wire wheels with good tyres. **£12000** Suffolk Tel:07961290796

BUICK MARQUETTE 1929, 1 miles, RHD, Manual, Convertible, coupe, mileage unknown, Olympia London Motor Showpiece, aluminium bodied by Progressive Carriage Co, 3 position duck hood, ex VSCC, older nut and bolt restoration, recent repaint, spares. **£21000** South Yorkshire Tel:07866585311

CATERHAM SEVEN 1985, 50588 miles, RHD, Manual, Super, Yellow, with a Lotus twin-cam engine 1588cc, the same owner for 23 years, large history file, half hood (soft bits for Sevens), original full hood and luggage rack for touring. **£22000** Devon Tel:07527384292

CATERHAM SEVEN 2015, 304 miles, RHD, Manual, 160, 1 owner from new, Red, genuine mileage from new (MoT to prove), approx £5000 of extras plus brand new tonneau (cover never used) worth £250, on SORN, 660c with turbo, call after 6pm, ono. **£36000** Greater Manchester Tel:01204578543

CHEVROLET IMPALA 1960, 74352 miles, RHD, Manual, Engine working smoothly, everything original, in perfect condition, second owner, owned for 27 years, car is looking amazing. **£25900** Essex Tel:07930518794

CITROEN 2CV 1966, 94000 miles, LHD, Manual, Rare and recently fully restored, export model with a 602cc engine, manual 4 speed, the car featured in the 1978 Richard Burton film 'The Medusa Touch'. **£13500** Suffolk Tel:07879605703

CITROEN TYPE H 1975, 1 miles, RHD, Manual, Refurbished catering van, built in Paris France as a Police people pickup, been fully renovated keeping to original design including chassis and roof, outside appearance authentic incl appliances **£30000** Isle of Wight Tel:07957427182

DAIMLER 250 V8 1967, 64500 miles, RHD, Manual, Engine rebuilt 1000 miles ago, new stainless steel spoke wheels, automatic, power steering, very good condition, price ONO. **£15500** Staffordshire Tel:07799885527

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DODGE RAM 2001, 73000 miles, LHD, Automatic, First sold in Canada, exported to Japan where it's luxury Leather and Wood interior was fitted, then imported into the UK. Runs smooth, MoT May 26. Small repairs to back bumper still to do. **£10500** Cornwall Tel:07446 173137

FORD CONSUL 1959, 1 miles, RHD, Manual, Lots of history, been in films used for Elton John and BBC used it. New leather interior, reconditioned engine, new clutch, new White walls. Been to Ireland 5 times, won lots of shows. **£30000** Cardiff Tel:07973 135352

HUMBER HAWK 1965, 40000 miles, RHD, Manual, Fantastic condition, runs really well, had the engine rebuilt before I bought the car 7 years ago, new brakes and other parts, please feel free to ask any questions. **£10350** Kent Tel:07968782058

JAGUAR MARK 2 1961, 83000 miles, RHD, Manual, Rare Opalescent Bronze paintwork with Red leather trim, 3.8-litre M/OD. Massive history folder. In original 1961 specification unmodified with correct features. **£24000** Tyne and Wear Tel:07855023414

FERRARI MONDIAL T 1990, 78800 miles, RHD, Manual, Developed and upgraded by specialist including wheels, brake system etc, body and track widened by 6 inch stainless exhaust system, fabulous sound, original handbook/service book pack with 24 stamps. **£32000** Surrey Tel:07710501283

FORD CORTINA 1966, 320000 miles, LHD, Manual, LHD export model, all original paperwork, including stacks of original MoT's dating back to 1971, really well documented, interior is fantastic, great car, no rot, nice usable classic, possible p/x. **£16000** Essex Tel:07969 169120

JAGUAR MARK IV 1948, 47000 miles, RHD, Manual, A low mileage and amazingly original car with a low number of owners, matching numbers, original engine, engine has recently had extensive rebuild, car drives and performs really well. **£32000** Kent Tel:07963020539

JAGUAR MARK 2 1961, 59000 miles, RHD, Manual, Factory 3.8, built to full Coombs spec, Dark Opalescent Blue, large history file, only 7 owners with just 59,000 miles (believed correct), heritage certificate, original complete toolkit and jack. **£32500** London Tel:02082884225

FERRARI 348 1993, 36300 miles, RHD, Manual, TB, beautifully presented example, in dry storage since 2007 and only driven a few times since, recently had all belts replaced by a Ferrari specialist, UK registered, please call or WhatsApp, ono. **£65000** Meath Tel:00353862554087

FORD CORTINA 1966, 320000 miles, LHD, Manual, MK1 1500GT 2 door, all original paperwork, including stacks of original MoT's dating back to 1971, really well documented, interior is fantastic, great car, no rot, nice usable classic, possible p/x. **£16000** Essex Tel:07969169120

JAGUAR MARK 1 1958, 77000 miles, RHD, Manual, Original body paint, excellent running gear, new exhaust (expensive), servo, nice interior, original, may take offers, p/x, spent most of it's life in New Zealand. **£16000** Cheshire Tel:07847480299

JAGUAR E-TYPE 1963, 1 miles, LHD, Manual, 3.8 Series 1, mileage unknown, Black hide interior, brand new sparkling chrome wire wheels and tyres, complete with all tools, car looks new, totally restored, history file. www.peterjarvis.net (T). **£157500** Kent (T) Tel:07836250222

FORD MODEL A 1930, 1 miles, RHD, Manual, Stunning and superb condition, part of my own private collection for many years, ready to use and show, any trial or inspection. Mileage unknown **£24950** Hertfordshire Tel:07831190160

FORD MUSTANG 1971, 1 miles, RHD, Manual, Very good condition, Limited edition, built for export only. Fully loaded with extras not on standard cars, tax and MoT exempt, radial tyres for British weather on period alloy wheels. Mileage unknown **£24995** Greater Manchester Tel:07594368020

JAGUAR XK150 1959, 21116 miles, RHD, Manual, Reluctant sale, in British Racing Green with Tan leather seats, Green hood and cover. The owner (my son) is shortly moving to Cornwall. Beautiful car, been well looked after, a pleasure to drive. **£72500** Nottinghamshire Tel:07970285668

JAGUAR E-TYPE 1963, 1 miles, RHD, Manual, 3.8 Series 1 Roadster, mileage unknown, finished in gleaming unmarked British Racing Green, matching soft top, like new chrome wire wheels and tyres, just breath-taking. www.peterjarvis.net (T). **£165750** Kent (T) Tel:07836250222

FORD ZEPHYR 1955, 1 miles, RHD, Manual, 3 position convertible, mileage unknown, Maroon soft top and hood cover, matching interior and carpets, Pillar spotlight, White side tyres, restored to the highest standard. www.peterjarvis.net (T). **£49750** Kent (T) Tel:07836250222

FORD CORTINA 1971, 32000 miles, RHD, Manual, GXL, original miles, not messed about with, rare 1-6 pinto engine, most desirable colour, excellent condition throughout. **£18000** East Sussex Tel:07885298529

JAGUAR Mk1 1959, 100000 miles, RHD, Manual, 2 owners from new, 1 owner for over 50 years, exceptionally original, all leather and woodwork being original, engine has had thorough rebuild work and performs well, matching numbers car. **£15000** Kent Tel:07963020539

JAGUAR E-TYPE 1965, 12205 miles, RHD, Manual, Series 1 4.2 Fixed Head Coupe, perfect Black hide interior, full length Tudor Webasto Sunroof, subject of a bare metal repaint/retrim, detailed history. www.runnymedemotorcompany.com (T). **£120000** London (T) Tel:01753644599

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FORD CAPRI 1983, 52000 miles, RHD, Manual, Dry stored for approx 20 plus years, 3 previous owners, full mechanical restoration since 2016, no welding evident and a very original car, Waxoyl to underside, photographic history of work done **£22000** Hampshire Tel:07973136693

JAGUAR MARK 2 1961, 83000 miles, RHD, Manual, 3.8 Moss with o/drive. Opalescent Bronze, Red leather. Older restoration. Very good chrome. Rare car not messed about with or modified. Massive history file. Tax and MOT exempt, will MOT before sale. **£24000** Tyne and Wear Tel:07855 023414

JAGUAR MARK 2 1965, 1 miles, RHD, Manual, 3.8 manual, overdrive, chrome wire wheels, Old English White, Red interior. **£20000** Cornwall Tel:07771824158

JAGUAR MARK 2 1968, 1 miles, RHD, Manual, Maroon Jaguar Mark 2 with Black vinyl roof. This has been my car for 25 years, restored and maintained by me during my ownership. Cream leather upholstery. Paintwork in very good condition. **£16500** Northumberland Tel:07456488366

JAGUAR E-TYPE 1969, 99892 miles, RHD, Manual, Convertible, full restoration finished in 1998 and only 12000 miles done since, mine for the last 19 years, always kept in heated garage and never taken out if raining, many sympathetic upgrades done. **£73500** North Yorkshire Tel:07855794409

JAGUAR XJS 1994, 106938 miles, RHD, Manual, 4.0, Black convertible, all working and drives well, Light Grey leather, comprehensive Jaguar dealer/specialist service history, difficult to value, guide £14,950 but genuine offers considered. **£14950** Buckinghamshire Tel:07958327465

JAGUAR XK8 2004, 52800 miles, RHD, Automatic, MoT September 2026 (no advisories) – in beautiful Carnival Red with Ivory leather interior, full service history, in superb condition inside and out, engine runs and sounds like a dream. **£14950** Argyll Tel:01866833168

JAGUAR C-TYPE 2006, 22000 miles, RHD, Manual, A faithful homage to a Le Mans legend - built to drive and admire, professionally constructed, a highly respected name among Jaguar enthusiasts and historic motorsport circles. **£59000** Oxfordshire Tel:07738408881

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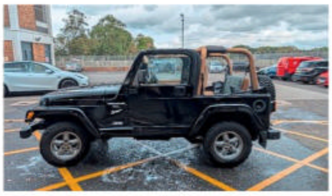

JEEP WRANGLER 1998, 43000 miles, RHD, Manual, Exceptionally low mileage, pristine condition, showroom-quality, meticulously cared for, recent upgrades, rare gem, Japanese import, looks and drives like it just rolled off the lot. **£12000** West Midlands Tel:07899154192

LANCIA FULVIA 1971, 1 miles, RHD, Manual, Genuine UK RHD car, mileage unknown, rare/desirable, welding/painting done to OK standard, needs mechanical/interior, 95% complete, rolls, no history, lots of owners, mine for 5 years, price firm. **£13250** Dorset Tel:01202593067

LAND ROVER SERIES I 1954, 1 miles, RHD, Manual, SWB petrol, reluctant sale, A1 condition, owned and garaged 50 years, well maintained, V5 plus history, many parts, spare engine and gearbox. **£20000** Kirkcudbrightshire Tel:07377262147

LAND ROVER SERIES III 1982, 1 miles, RHD, Manual, Mileage unknown, overdrive, petrol, MoT'd, heritage certificate, lots spent on it. **£16000** West Sussex Tel:07957417862

LOTUS ELAN 1972, 12345 miles, RHD, Manual, Mileage unknown. Yellow, Silver metal flake roof, fully rebuilt 2013-15, new Lotus galvanised chassis, 5-Speed g/box conversion, new interior, walnut dash, d/shaft conversion, big valve engine. **£30000** Cambridgeshire Tel:07432 486511

LOTUS EUROPA 1972, 1345 miles, RHD, Manual, Special, K-Reg Ford X-Flow GT 1627cc 5 speed, Renault Fuego gearbox, fully restored, full history folder, more photos on request, valued by Club Lotus, price ono. **£26500** Wiltshire Tel:07530598248

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1968	**DAIMLER** Majestic Major, 4.6 V8, Auto.	£15,000
1970	**TRIUMPH** Vitesse 2-seat special	£8,000
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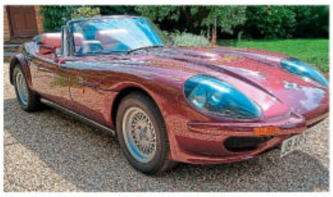

MARCOS MANTULA 1993, 44370 miles, RHD, Manual, Spyder, Rover 3500cc V8, 5 speed gearbox, in excellent condition, new tyres, reversing sensors, LED rear lights, electric aerial, electric windows, independent rear suspension. **£17000** Somerset Tel:07444224309

MERCEDES-BENZ W114 1971, 70000 miles, RHD, Manual, 250, restored by previous owner few years ago, has had a major engine overhaul including camshaft and valves, modified for unleaded petrol with twin webers, please ask for full car details. **£12500** Suffolk Tel:07917117661

MG TC 1946, 1 miles, RHD, Manual, Mileage unknown, good condition, significant restoration undertaken by previous owner around 2016, purchased by us in 2019 from Barry Walker, overhaul of brakes/suspension undertaken this year. **£24000** Northumberland Tel:07989322186

MG MIDGET 1970, 85000 miles, RHD, Manual, Sebring Sprite, very tidy, good spec, road going, hill-climb/ sprint car, March 2025 car has undergone engine and carburettor rolling road setup at TTP Service, matching period seats, MoT/tax exempt. **£15500** Worcestershire Tel:07715892114

MERCEDES-BENZ 220 1957, 1 miles, RHD, Manual, S Ponton Cabriolet, mileage unknown, superbly finished in Black, Red leather, a new hood, believed one of only 20 RHD, comes with an impressive restoration/history file. www.realcar.co.uk (T). **£110000** Gwynedd (T) Tel:01248602649

MERCEDES-BENZ 350 1973, 53694 miles, RHD, Automatic, Mercedes Benz 350SL automatic in silver. Very original car with very low mileage & full service history. The car is very solid and been dry stored most of its life, rust free. **£16500** Cambridgeshire Tel:07551 394732

MG TC 1947, 16451 miles, RHD, Manual, Restored 1990s, all matching numbers, unused hood/side screens, refurbed 16" wire wheels, rewired, rebuilt suspension and brakes, always garaged and does not go out in the rain, price OVNO. **£24000** West Sussex Tel:07894075533

MG MIDGET 1970, 85000 miles, RHD, Manual, Sebring Sprite, very tidy, good spec, road going hill climb/sprint car, March 2025 undergone engine and carburettor rolling road setup at TTP service, matching period seats, MoT/tax exempt. **£15500** Worcestershire Tel:07715892114

MERCEDES-BENZ 220 1964, 82860 miles, RHD, Manual, Good condition, up and running, been to 2-3 car shows but lack of use due to health condition, photos of restoration done. **£12000** Oxfordshire Tel:07770 950634

MERCEDES-BENZ 280 1985, 69000 miles, RHD, Automatic, Sports, finished in gleaming unmarked classic White, hard and soft tops, alloys, service history, complete with all tools, new MoT supplied on purchase, 3 previous owners. www.peterjarvis.net (T). **£27750** Kent (T) Tel:07836250222

MG TD 1951, 1532 miles, RHD, Manual, Virtually concours, having £28,000 spares, £16000 paint, body, labour would take to over £60000, everything either rebuilt or renewed, 5 speed, car is perfect, famous car in MG calendar May 24/25. **£27500** Northamptonshire Tel:07836504639

MG MIDGET 1971, 60 miles, RHD, Manual, MG Midget. 1275cc. A very rare early MK3, original specification. Bedouin (Beige) Autumn Leaf trim. Stunning, no expense spared, restoration by myself - a retired car restorer. Show condition. **£14950** Dorset Tel:07582 821235

MERCEDES-BENZ SL-CLASS 1966, 130000 miles, RHD, Manual, Outstanding Pagoda, restored, re-trimmed and a recently rebuilt engine, one of the best available, please call for further information. **£97500** Worcestershire Tel:07803 583092

MERCEDES-BENZ 380 1985, 115000 miles, RHD, Manual, Rear seats, hard and soft top, storage rack for hard top, off road and garage stored since 2000. Only one driver since new, immaculate condition, current MoT, expires Feb 26, offers over £20,000. **£20000** Kent Tel:07927354941

MG TF 1955, 1 miles, RHD, Manual, 1500, mileage unknown, immaculate paint, chrome, upholstery. A better example would be hard to find. 5 speed gearbox enhances drivability. Ivory, Red leather upholstery and Tan hood/tonneau. **£29000** Norfolk Tel:01603259713

MG RV8 1994, 93000 miles, RHD, Manual, Lovely condition, quite rare, paperwork shows that the car has been well maintained over the years, documented service history, some slight wear starting to show on the interior. **£15500** County Durham Tel:07501 675517

MERCEDES-BENZ 300 1967, 34185 miles, RHD, Automatic, SE, luxurious interior, is clean and charismatic, eye catching car, beautiful design, great condition, enormous paperwork file, previous MoT certificates, MoT exempt. www.winchesterautobarn.com (T). **£68950** Hampshire (T) Tel:01962677776

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MG A 1958, 99999 miles, RHD, Manual, MGA Roadster, Iris Blue, £17500. 1800 MGB Engine, Ford T9 5sp gearbox. No rust, most things replaced over the 50+ years I have owned it. **£17500** County Durham Tel:0164 2790009

MG RV8 1994, 55000 miles, RHD, Manual, Good looking, reimported from Japan in 2002 and owned by a series of MG owners club members since, comes with a detailed history, Japanese service book, wheels reconditioned and looking good. **£16950** Shropshire Tel:07973249923

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MG BGT 1969, 53000 miles, RHD, Manual, MK2, restored 2015, Midnight Blue, biscuit leather, Webasto sunroof, uprated parts, solid underside, large history file. **£11500** Bedfordshire Tel:07578360734

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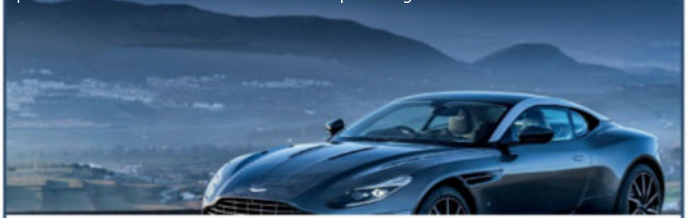

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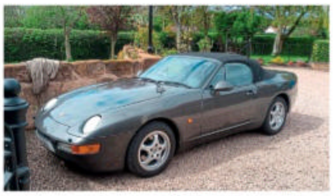

PORSCHE 968 1992, 131500 miles, RHD, Manual, 6 gear manual, full service history, 10 year ownership, full MoT, Grey interior, Grey exterior, various new parts during ownership. **£11995** Worcestershire Tel:07855872276

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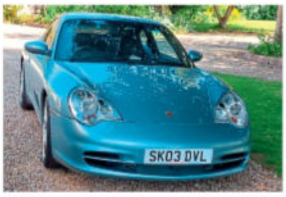

PORSCHE 993 2003, 67900 miles, RHD, Manual, 4 previous owners, full leather interior, factory sunroof, painted in Ferrari Blue metallic, low mileage, SORNED in dry storage, will sell with MoT. **£20000** Aberdeenshire Tel:07526048237

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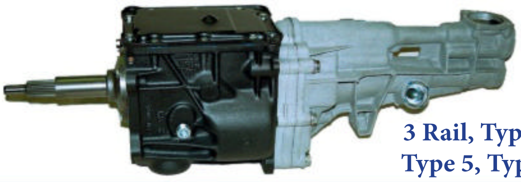

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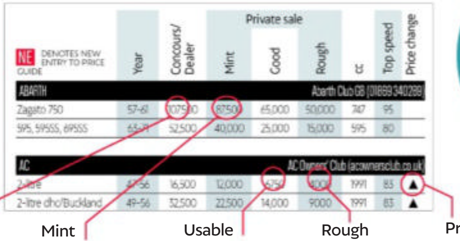
Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE



Concours/ Dealer If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough In reality a project car in need of much care and expense, even though it may still run and drive

Price change At-a-glance indicator showing the market trend of the latest updates

NEED TO SEE PRICES EVERY MONTH? Our price guide is in every issue of our digital edition. Subscribe on p36

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	92,500	62,500	47,500	37,500	747	95	
595, 595SS, 695SS	63-71	50,000	40,000	25,000	14,500	595	80	▼
AC AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	150,000	100,000	1991	102	
Ace-Bristol/-Ford	56-63	290,000	230,000	170,000	110,000	1971	118	
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1971	128	
Greyhound	59-63	74,000	56,000	36,000	21,000	1971	107	
Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	4727	138	
Cobra 427	65-67	1.1m	900,000	700,000	575,000	6998	145	
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	
3000 ME	79-84	22,500	15,000	8500	5000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8500	4942	140	
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.8m	1.3m	1.1m	950,000	1754	95	▼
6C 2300 Touring	33-37	950,000	750,000	600,000	400,000	2309	94	▼
1900C Sprint	51-55	190,000	145,000	100,000	65,000	1884	112	▼
1900C Super Sprint	55-58	220,000	170,000	112,500	72,500	1975	112	▼
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	24,000	17,500	8250	4000	1290	103	
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	90,000	65,000	48,000	32,000	1570	120	▼
2000/2600 Spider	58-65	100,000	75,000	46,500	22,500	2584	124	▼
2600 Sprint	62-66	36,500	26,500	16,000	8000	2584	125	
SZ-1	60-62	400,000	300,000	240,000	180,000	1290	120	▼
TZ-1	63-65	925,000	800,000	650,000	400,000	1570	124	▼
Giulia Ti/Super	62-74	25,000	18,000	8500	4250	1570	105	
1750/2000 Berlina	68-76	16,000	11,000	5000	2000	1962	115	▲
Giulia Sprint GT/Vel.	63-68	38,000	28,000	18,500	10,000	1570	112	▼
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	33,000	24,500	13,000	6000	1570	115	
1750GTV	67-72	44,000	33.000	16,000	7500	1962	118	
2000GTV	71-77	40,000	30,000	15,000	6500	1962	118	▼
1300/1600 Junior Z	70-75	46,000	36,000	20,000	11,000	1290	110	▲
Duetto/1750 r,tail	66-69	50,000	37,500	24,000	12,000	1570	113	▲
Spider S2	69-82	25,000	17,000	8000	3000	1962	119	▼
Spider S3	82-89	13,000	8250	3600	1650	1962	114	
Spider S4	89-93	15,250	10,500	5000	2400	1962	114	
Montreal	70-77	67,500	47,500	30,000	20,000	2593	132	
Alfasud/Alfasud Ti	72-83	10,000	7000	3000	1100	1286	103	
Alfasud Sprint	76-90	12,000	8750	3750	1350	1490	104	
GTV 2000	76-87	17,000	11,500	5250	2000	1962	118	
GTV6	81-87	24,000	15,500	7000	2850	2492	130	
75 sal	86-92	10,750	7750	3000	1400	2959	135	
164 2.0 TS	88-98	6750	4750	2000	900	1962	130	
164 3.0 V6	88-98	9250	5750	2500	1200	2959	147	▼
SZ/RZ	89-94	75,000	52,500	36,500	24,000	2959	153	▲
155	92-97	6500	4000	2000	1000	2498	140	
Spider 2.0 TS	96-02	5400	3500	1500	600	1970	131	
GTV 2.0 TS	96-02	3750	2250	1000	400	1970	134	
GTV 3.0 V6	98-02	6500	4000	1600	650	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
147 GTA	03-04	15,000	10,000	6500	4000	3179	150	▲
ALLARD								
K1	46-50	80,000	60,000	36,000	25,000	3622	100	
K2	50-53	90,000	72,500	54,000	35,000	3917	102	
K3	52-54	100,000	80,000	60,000	42,000	4375	96	
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	43,000	30,000	17,000	10,000	3622	90	
J2/J2X	50-54	290,000	205,000	135,000	90,000	4375	130	
ALPINE-RENAULT Club Alpine-Renault (clubalpinerenault.org.uk)								
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	16,000	12,000	6500	2750	2849	139	
GTA Turbo	85-91	18,500	14,000	8000	3400	2458	149	
ALVIS Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)								
Speed 20 Tourer	32-36	115,000	90,000	65,000	48,000	2762	90	▼
Speed 25 Tourer	37-40	150,000	115,000	80,000	60,000	3571	85	▼
4.3 Litre Tourer	37-39	140,000	110,000	77,500	57,500	4387	100	▼
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6750	1892	72	
TA21/TC21	50-54	20,000	15,000	9500	4750	2993	95	
TA21/TC21 con	50-53	52,000	30,000	16,500	10,000	2993	95	▼
TC21/100	53-55	30,000	20,000	11,500	5750	2993	100	
TC21/100 con	53-55	56,000	36,000	18,500	12,000	2993	100	▼
TD21	56-63	30,500	22,500	12,500	6500	2993	104	
TD21 convertible	56-63	76,000	52,000	30,000	17,000	2993	102	
TE/TF21	63-67	39,000	28,000	17,000	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	
AMPHICAR IAOC (amphicar.com)								
770	61-65	65,000	45,000	26,500	16,000	1147	70	
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (01225 723809)								
Lancaster	46-52	12,500	8500	4400	2200	1991	70	▼
Hurricane dhc	46-53	20,000	13,000	8000	5000	1991	70	▼
Typhoon coupé	46-50	15,000	10,000	6250	3750	1991	70	▼
Whitley	50-53	14,500	9500	4750	2500	2309	85	
Sapphire	53-59	16,400	12,750	6250	3250	3435	100	
Star Sapphire	58-60	20,250	15,500	8000	3500	3990	104	▲
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	200,000	165,000	100,000	57,500	2580	110	
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109	
DB2/4 MkI/II	53-57	170,000	120,000	80,000	49,000	2580	120	
DB2/4 con	53-57	280,000	210,000	155,000	97,500	2580	120	
DB3S	53-56	5.1m	4.75m	4.25m	3.8m	2922	145	
DB MkIII	57-59	200,000	145,000	100,000	55,000	2922	120	
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120	
DB4	58-63	390,000	320,000	240,000	175,000	3670	141	
DB4 Vantage	61-63	450,000	375,000	310,000	240,000	3670	149	
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	140	
DB4 GT	60-63	1.8m	1.65m	1.4m	1.1m	3670	155	▼
DB4 GT Zagato	60-63	7.75m	7.25m	6.6m	6.25m	3670	154	▼
DB5	63-65	625,000	525,000	375,000	275,000	3995	143	
DB5 con	63-66	1.2m	1m	650,000	490,000	3995	141	
DB6	65-70	250,000	200,000	145,000	100,000	3995	140	▼
DB6 Vantage	66-69	320,000	250,000	175,000	130,000	3995	148	▼
DB6 Volante	66-70	600,000	500,000	395,000	315,000	3995	145	▼
DBS 6/V8	67-73	110,000	75,000	44,000	22,500	5340	162	▲
DBS 6 Vantage	72-73	112,500	85,000	54,000	34,000	3995	149	▼
V8	72-90	95,000	70,000	45,000	26,500	5340	147	▼
V8 Vantage	77-89	250,000	200,000	150,000	95,000	5340	168	
V8 Volante	78-90	175,000	130,000	82,500	47,500	5340	130	
V8 Vantage Volante	86-89	240,000	190,000	125,000	70,000	5340	162	
Zagato	86-87	225,000	175,000	120,000	80,000	5340	180	
Virage	89-96	47,500	35,000	19,500	10,000	5340	158	
Virage Volante	92-96	65,000	44,000	31,500	22,000	5340	157	▼
V8 Vantage	93-00	180,000	145,000	100,000	70,000	5340	186	
V8 Coupé	96-99	62,500	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	230,000	185,000	140,000	90,000	5340	200	
DB7	94-99	22,500	17,500	11,250	6750	3239	157	
DB7 Volante	96-99	27,000	21,500	15,000	10,000	3239	155	
DB7 Vantage	99-03	25,000	19,750	13,000	7250	5935	185	
DB7 Vantage Volante	99-03	28,000	22,000	16,000	10,500	5935	165	
DB7 GT/GTA	02-03	40,000	30,000	20,000	16,500	5935	185	
DB7 Zagato	03	220,000	175,000	130,000	n/a	5935	190	
Vanquish	01-04	44,000	37,500	32,000	26,500	5935	190	
DB9	04-08	32,000	26,000	17,500	11,250	5935	186	▼
V8 Vantage 4.3	05-08	29,500	24,000	17,500	13,250	4280	175	▼
AUDI Audi Owners' Club (audiownersclub.com)								
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	19,500	15,000	7500	3750	1871	112	
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135	
Quattro 20V	89-91	80,000	60,000	37,500	22,000	2226	142	
Quattro Sport	84-85	420,000	330,000	250,000	n/a	2133	154	▲
Coupé Quattro	84-88	14,500	10,750	5000	2000	2226	125	
RS2 Avant	94-95	60,000	45,000	33,000	20,000	2226	162	
Quattro S2	90-96	19,500	13,500	7000	3600	2226	147	
TT	98-06	6250	4400	1500	550	1781	145	▲
S3 Quattro	99-03	7000	5200	2500	1300	1781	148	
S4 Quattro	98-02	8000	6000	3500	2500	2771	153	
AUSTIN pwa7c.co.uk; austincounties.org.uk; britishminiclub.co.uk								
Seven saloon	30-34	10,000	8000	4500	2200	747	50	▼
Seven Chummy	25-34	20,000	16,000	9500	5200	747	50	▼
Seven 65/Nippy	33-37	25,000	18,500	10,500	6750	747	60	
Seven Ruby saloon	34-39	9000	7000	3900	1900	747	53	▼
A40 Devon/Dorset	47-52	8000	5400	2400	1200	1200	76	
A90 Atlantic con	49-50	27,000	17,000	10,500	5500	2660	92	
A90 Atlantic coupé	50-52	18,000	13,000	8000	3850	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	
A40 Somerset	52-54	6500	4400	2000	1000	1200	72	
Metropolitan	54-61	16,000	11,000	5500	2500	1489	78	
A30/A35	51-59	8000	5500	2400	1000	948	75	
A40, A50, A55	53-59	7000	4850	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,000	7250	3000	1400	2639	91	
A40 Farina	58-67	7750	5500	2200	800	1098	82	▲
A99/A110	59-68	10,500	7250	3300	1400	2912	102	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9500	6750	3000	1400	1275	96	
3-litre	68-71	9500	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5500	3700	1600	750	1748	101	
Allegro 1100-1500	73-82	3500	2600	1250	550	1275	87	▲
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini MkI	59	25,000	20,000	15,000	12,000	848	71	
Mini MkI	60-67	16,500	12,000	6000	3400	848	71	▲
Mini MkII	67-69	12,000	8500	4250	1950	998	79	
Mini MkIII-V	70-90	8750	6500	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	39,500	30,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	39,000	29,500	19,500	13,500	1275	96	
Mini C'r 1275S MkII/III	67-71	33,000	23,500	14,500	9500	1275	96	
Mini Moke	64-85	23,000	15,000	7750	4250	998	70	
Mini 1275GT	69-80	19,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	8000	5500	2750	1400	1098	82	▲
AUSTIN-HEALEY								Austin-Healey Club (austin-healeyclub.com)
100 BN1/2	53-56	60,000	42,000	27,000	18,500	2660	103	
100M	55-56	100,000	85,000	56,000	40,000	2660	109	▼
100S	55	535,000	460,000	385,000	330,000	2660	119	▼
100/6 BN4/6	56-59	52,000	36,500	21,000	13,000	2639	105	▼
3000 MkI	59-61	52,500	37,500	23,000	13,500	2912	112	▼
3000 MkII	61-64	60,000	40,000	26,000	17,000	2912	117	▼
3000 MkIII	64-68	63,000	42,000	27,500	18,000	2912	121	▼
'Frogeye' Sprite MkI	58-61	18,000	12,000	7250	4000	948	82	▼
Sprite MkII	61-64	13,250	9000	4250	1900	948	86	
Sprite MkIII	64-66	12,250	8000	3750	1650	1098	90	▼
Sprite MkIV	66-71	12,000	8000	3500	1350	1275	96	
AUTOBIANCHI								(autobianchiregister.com)
Bianchina Trans/Cab	57-68	24,500	19,000	13,000	7000	499	68	
BENTLEY								Bentley Drivers' Club (01295 738886)
3-litre Tourer	22-25	350,000	240,000	160,000	100,000	2996	80	▼
4.5-litre Tourer	27-31	800,000	600,000	400,000	300,000	4398	92	▼
6.5 Litre Speed Six	28-30	1.9m	1.6m	1.3m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11.25m	7.85m	4.6m	2.75m	4398	98	
8 Litre	29-31	1.3m	975,000	675,000	475,000	7982	101	
Derby 3.5 Park Ward	33-37	105,000	72,500	39,500	19,000	3669	91	
Derby 3.5 coachbuilt	33-37	185,000	127,500	60,000	32,500	3669	91	
Derby 4.25 PW	36-39	115,000	80,000	42,000	22,000	4257	96	
Derby 4.25 coachbuilt	36-39	210,000	140,000	65,000	35,000	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	26,500	13,000	6000	4566	100	
MkVI con	51-52	105,000	82,500	42,500	26,500	4566	100	▼
R-type saloon	52-55	42,500	29,500	16,500	8000	4566	106	
Coachbuilt con	52-55	145,000	110,000	60,000	30,000	4566	106	▼
R-type Continental	52-55	700,000	560,000	440,000	300,000	4566	115	
S1 saloon	55-59	37,500	26,500	14,000	6750	4887	101	
S1 Cont Mulliner	55-59	365,000	260,000	175,000	135,000	4887	115	
S1 Cont PW coupé	55-59	275,000	195,000	130,000	100,000	4887	114	
S1 Cont P Ward con	55-59	575,000	390,000	265,000	195,000	4887	114	
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101	
S2 Cont Mulliner	59-62	250,000	175,000	105,000	70,000	6230	115	
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120	
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116	
S3 MPW 2dr coupé	62-65	210,000	160,000	72,500	45,000	6230	120	▼
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118	
T1 saloon	65-76	20,500	14,250	6500	2500	6750	120	
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120	
MPW/Corniche cpé	66-80	50,000	35,000	18,000	9000	6750	120	▲
MPW/Corniche conv	67-85	70,000	48,500	27,000	16,500	6750	118	▼
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135	
Turbo R/RL	85-97	16,000	11,500	5500	2200	6750	135	
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152	
Continental con	84-94	72,500	55,000	36,000	22,000	6750	140	▼
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151	
Continental T	96-02	62,500	52,500	36,000	29,000	6750	175	
Brooklands	92-98	15,750	11,200	7500	4400	6750	140	
Azure	95-03	55,000	44,000	36,000	27,000	6750	150	
BERKELEY								Berkeley Enthusiasts' Club (berkeleycarclub.com)
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7250	4000	2600	692	90	▼
T60 3-wheeler	59-61	8250	5500	3400	2000	328	60	▼
BIZZARRINI								(isobizclub.com)
5300GT Strada	65-69	850,000	625,000	495,000	350,000	5354	165	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
BMW								BMW Car Club (01970 267989)
328 roadster	36-39	650,000	510,000	420,000	325,000	1971	100	
503 coupé	56-59	175,000	130,000	85,000	60,000	3168	115	
507	56-59	2.2m	1.8m	1.5m	1.3m	3168	135	
Isetta 250/300	55-65	20,000	14,000	9000	5000	298	60	
600	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1573	100	
2002/Touring	68-75	20,000	14,500	7000	3000	1990	112	▲
2002 cabrio/targa	71-74	36,000	24,000	15,000	6400	1990	110	▼
2002tii	71-75	37,500	26,000	14,000	6250	1990	120	
2002 turbo	73-74	110,000	87,500	55,000	36,500	1990	130	
2800CS/CSA	69-71	24,000	16,500	9000	4500	2788	120	▼
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSi	71-75	57,500	37,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	105,000	70,000	45,000	3003	134	
3.0CSL 'Batmobile'	72-75	300,000	210,000	160,000	100,000	3153	138	
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	32,500	16,500	7500	3453	158	
M1	79-80	440,000	340,000	275,000	200,000	3453	162	
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
323i (E21)	77-82	15,000	10,500	5000	2000	2315	126	
320/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,750	8250	4000	1900	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,250	8000	3850	1850	2788	146	
M535i (E28)	85-87	21,000	14,000	7000	3500	3453	152	▲
M5 (E28)	85-88	52,500	36,500	21,000	12,000	3420	152	▲
5 Series (E34)	88-95	7500	5250	2500	1250	3982	149	
M5 (E34)	88-95	30,000	20,500	10,000	5000	3535	155	▲
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	10,750	7000	3000	1250	1990	123	▲
325i sal (E30)	85-91	15,000	11,000	5000	2000	2494	130	▲
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	16,000	11,000	5000	1750	2494	130	
M3 (E30)	86-90	72,500	52,500	37,500	27,500	2302	143	▲
M3 Evo II (E30)	88	89,000	72,500	52,500	40,000	2302	143	▲
Z1	86-91	42,000	32,000	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	49,500	40,000	30,000	20,000	5576	155	
M3/Evo (E36)	92-99	23,000	17,000	9000	5250	3201	155	
Z3 4-cyl	96-01	3750	2600	1250	525	1895	127	
Z3 6-cyl	96-02	6250	4250	1900	975	2793	139	▲
Z3M Roadster	98-02	19,000	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	33,000	24,000	16,500	9500	3201	159	
Z8	00-03	160,000	135,000	110,000	85,000	4941	155	▼
M3 (E46)	01-06	32,000	22,000	12,000	6000	3246	155	▲
M3 CSL (E46)	03-05	72,500	52,500	32,500	21,000	3246	155	
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	
BOND								Bond Owners' Club (bondownersclub.co.uk)
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55	
GT2+2/4S	63-70	7000	4850	2200	1100	1147	83	
Equipe GT	67-70	7750	5400	2000	1000	1998	100	
Bug	70-74	14,000	9000	5000	2500	701	75	
BORGWARD								Borgward Drivers' Club (07788 973884)
Isabella TS	54-61	12,500	8000	4250	2000	1493	93	
Isabella coupé	55-61	26,500	17,500	10,500	5250	1493	98	
BRISTOL								Bristol Owners' Club (boc.net); Owners & Drivers Assn (bristoloda.org)
400	47-50	70,000	46,000	25,000	16,000	1971	92	
401, 403	49-55	60,000	45,000	24,500	15,000	1971	94	
Arnolt-Bristol	54-61	260,000	220,000	165,000	110,000	1971	109	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	50,000	32,500	19,500	9000	1971	94	▼
405 con	55	147,500	107,500	55,000	36,000	1971	100	▼
406	58-61	45,000	31,000	16,000	9000	2216	104	
407, 408, 409	62-69	47,500	34,000	17,500	9250	5130	122	
410, 411	69-76	56,000	39,000	20,000	10,500	5900	140	
412, Beaufighter	76-93	38,500	28,000	16,500	10,000	5900	150	
603, Britannia,Brig.	76-94	36,500	25,750	16,000	8250	5900	150	
BUGATTI								Bugatti Owners' Club (01242 673136)
Type 57 Galibier sal	34-39	300,000	225,000	175,000	125,000	3257	95	▼
Type 57 Ventoux 2dr	34-39	550,000	350,000	260,000	165,000	3257	95	▼
Type 57 Stelvio con	34-39	575,000	375,000	275,000	180,000	3257	96	▼
Type 57 Atalante cpe	35-38	2m	1.4m	1m	650,000	3257	100	
Type 57S Atalante cpe	36-38	6.2m	5.75m	5.1m	4.5m	3257	115	
EB110	92-95	1.1m	875,000	675,000	500,000	3499	209	
Veyron	05-11	1.4m	1.4m	900,000	795,000	7993	253	
CATERHAM								Lotus Seven Club (lotus7.club)
Seven (sp)	73-91	18,500	13,000	8000	5250	1599	110	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
CHEVROLET								Classic Corvette Club UK (corvetteclub.org.uk)
Corvette roadster	53	160,000	120,000	80,000	60,000	3800	107	
Corvette roadster	54	77,500	55,000	35,000	26,000	3800	107	
Corvette	55-57	72,500	50,000	32,500	22,500	4343	119	
Corvette	58-60	82,500	62,500	35,000	25,000	4639	130	
Corvette	61-62	70,000	52,500	32,000	22,000	5359	132	
Corvette S-W coupe	63	95,000	72,500	40,000	30,000	5359	142	
Corvette Sting Ray	63-67	70,000	50,000	27,500	20,000	5359	142	
Camaro cpe/conv.	67-69	30,000	21,000	10,000	5000	5735	130	▲
Corvette Stingray	68-72	35,000	26,000	15,000	6500	6997	151	
Corvette Stingray	73-77	27,000	17,000	9000	4500	5737	125	▼
Corvette	77-82	17,500	12,500	7250	4000	5733	125	
Corvette C4	84-96	12,000	9000	4500	2200	5733	145	
Corvette ZR1	90-95	19,000	15,500	12,500	9500	5727	180	
Corvette C5	96-04	16,500	12,000	10,000	8000	5666	175	▼
CISITALIA								(cisitalia.net)
202 coupe	47-54	300,000	170,000	125,000	80,000	1089	105	
CITROËN								Citroën Car Club (citroencarclub.org.uk)
Light 15/Big 15	35-55	16,500	11,000	6000	3250	1911	72	▼
2CV 'ripple'	48-60	15,000	11,000	5500	2500	425	49	
2CV	60-90	10,000	7000	2850	1250	602	71	
Ami	61-78	7500	5250	2200	1100	602	75	
Dyane	68-85	6500	4500	2000	1000	602	78	
DS19/ID19	56-68	22,500	16,000	7000	2750	1911	88	
Safari estate	59-75	26,500	18,500	8250	3000	1911	88	
DS décapotable	63-78	187,500	140,000	100,000	65,000	2175	100	
DS20/21/23	68-75	27,500	19,000	9000	3500	2347	109	
DS21/23 EFi	70-75	35,000	24,000	12,000	5500	2347	120	
SM V6	70-75	57,500	42,000	22,000	12,500	2670	135	
GS/GSA	70-85	4750	3250	1500	750	1220	100	
CX	74-89	8500	5500	2200	900	2165	115	
CX Prestige	77-89	11,000	6750	2900	1250	2347	116	
CX GTi/GTi turbo	77-89	14,500	10,000	4400	1750	2347	137	
BX GTI 16V	87-93	9000	6750	3000	1500	1905	130	
CLAN								Clan Owners' Club (01295 255539)
Crusader coupé	71-74	7250	5000	2500	1100	875	102	
DAF								DAF Owners' Club (dafownersclub.co.uk)
55 Marathon coupé	68-72	3500	2250	950	500	1108	83	
DAIMLER								Daimler & Lanchester Owners' Club (01787 247436)
DB18/Consort	39-53	10,000	7000	3500	1650	2522	76	
DB18 con	39-50	25,000	18,000	9250	4750	2522	76	
DB18 Sports Special	49-53	37,000	28,000	15,000	7500	2522	80	
Conquest/Century	53-58	8750	6000	2500	1250	2433	90	
Conquest Rdstr/DHC	54-57	36,000	25,000	14,000	8000	2433	100	
104/Majestic	56-62	9000	6500	3000	1500	3794	100	
Majestic Major	60-68	22,500	15,000	7000	3000	4561	119	
SP250 sports	59-64	40,000	25,000	17,000	11,000	2548	123	▼
2½-litre/V8 250	62-69	20,000	14,500	5750	2200	2548	112	▼
Sovereign (420)	66-69	15,500	10,250	4650	1850	4235	117	▼
Sovereign (XJ6) SI	69-73	16,250	10,750	4250	1350	4235	120	
Double-Six SI	72-73	16,250	10,750	4750	2000	5343	140	
4.2 coupé	75-78	23,000	14,000	6750	3500	4235	120	
Double-Six Coupé	75-77	32,000	16,000	8000	4000	5343	140	▲
Sovereign SII/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SII/III	74-92	14,000	9200	4000	1500	5343	150	
DATSUN								Z Club (zclub.net)
240Z	69-74	36,000	27,500	15,000	8500	2393	125	
260Z	74-79	27,500	20,000	10,500	6500	2565	127	
280ZX/2+2	78-83	16,000	11,000	5250	2400	2753	111	
240K Skyline	73-81	20,000	15,000	8000	4250	2392	112	
DELAHAYE								The Delahaye Club (clubdelahaye.com)
135M/MS Coupé	35-39	325,000	225,000	100,000	45,000	3557	n/a	
135M/MS Cabriolet	35-39	450,000	325,000	155,000	85,000	3557	n/a	
135M/MS Coupé	46-53	145,000	100,000	60,000	32,500	3557	n/a	
135M/MS Cabriolet	46-53	225,000	165,000	110,000	62,500	3557	n/a	
235 Chapron coupé	51-54	110,000	75,000	45,000	25,000	3557	120	
DELLOW								Dellow Register (dellowregister.co.uk)
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65	
DELOREAN								DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)
DMC-12 coupé	81-82	50,000	40,000	24,000	15,000	2849	109	
DE TOMASO								De Tomaso Drivers' Club UK (detomasodc.co.uk)
Mangusta	67-72	260,000	185,000	135,000	110,000	4727	150	
Pantera	72-89	117,500	80,000	42,500	24,000	5763	160	
Deauville	70-88	36,000	26,000	15,000	7000	5763	150	
Longchamp	72-89	42,000	34,000	16,500	8500	5763	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE

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DKW	DKW Owners' Club (dkw.org.uk)							
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	20,000	13,000	6500	3750	980	82	
1000/1000S sal/cpé	58-63	12,500	8000	3750	2000	980	80	
F102 saloon	64-66	6000	4000	1750	900	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	
ELVA	Elva Owners' Club (01903 823710)							
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	
FACEL VEGA	Facel Vega Car Club (01621 818608)							
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HK500	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	
FAIRTHORPE	Fairthorpe Sports Car Club (01895 256799)							
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	5250	3500	2000	850	1998	112	
FERRARI	Ferrari Owners' Club (01485 544500)							
166MM Barchetta	48-50	3m	2.6m	2.3m	1.9m	1995	125	
166 Inter	48-51	900,000	700,000	540,000	395,000	1995	115	
212 Inter	51-52	950,000	800,000	600,000	400,000	2562	120	
340 America	51	2.7m	2.4m	2.2m	2m	4101	136	▼
250 Europa SI/SII	53-55	1.2m	1m	900,000	800,000	2963	126	▼
410 Superamerica	56-59	3.75m	2.85m	2.35m	2.1m	4962	165	
250GT Boano/Ellena	56-59	725,000	595,000	425,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.4m	4m	3.65m	3.3m	2953	155	
250GT Berlinetta TdF	57-59	4.1m	3.75m	3.25m	2.95m	2953	143	
250GT PF coupé	58-62	375,000	295,000	230,000	150,000	2953	145	
250 Cal' Spider lwb	58-62	7.4m	6.7m	5.6m	4.5m	2953	155	▼
250 Cal' Spider swb	60-63	12.5m	11m	10.2m	9m	2953	149	▼
250GT SWB (steel)	60-63	6m	5.5m	5m	4.2m	2953	150	▼
250GT SWB (alloy)	59-62	11.5m	10m	9m	8m	2953	155	▼
250GT Cabrio Se2	60-62	1.1m	900,000	700,000	500,000	2953	160	▼
250GTE 2+2	60-63	330,000	250,000	192,500	140,000	2953	140	▼
250GTO	62-64	54m	46	40m	n/a	2953	158	▼
250LM	64-66	15m	13m	11m	n/a	2953	159	
250GT Lusso	62-64	1.25m	1m	800,000	650,000	2953	150	▼
400 Superamerica	60-64	1.85m	1.7m	1.5m	1.4m	3967	162	
500 Superfast	64-67	1.4m	1.25m	1.05m	950,000	4962	170	▼
275GTB (steel)	64-66	1.85m	1.55m	1.25m	1m	3286	150	
275GTB (alloy)	64-66	2.3m	2.1m	1.8m	1.6m	3286	150	
275GTS	64-66	1.15m	1m	900,000	790,000	3286	150	▼
275GTB/4 (4-cam)	66-68	2.65m	2.3m	2m	1.7m	3286	165	▲
330GT 2+2	64-67	272,500	200,000	135,000	80,000	3967	150	
330GTC	66-68	545,000	420,000	320,000	240,000	3967	150	▲
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	550,000	450,000	325,000	225,000	1987	145	▼
Dino 246GT	69-73	375,000	300,000	200,000	135,000	2418	150	▼
Dino 246GTS	72-74	495,000	375,000	275,000	175,000	2418	150	▲
365GT 2+2	67-71	195,000	155,000	100,000	60,000	4390	152	
365GTC	68-70	525,000	435,000	365,000	310,000	4390	155	▼
365GTB/4 Daytona	68-74	595,000	500,000	375,000	300,000	4390	173	▼
365GTS/4 Spider	72-73	2.5m	2m	1.6m	n/a	4390	170	▼
365GTC/4 2+2	70-72	217,500	175,000	125,000	100,000	4390	152	▲
365GT4 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GT4 BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	205,000	165,000	134,000	110,000	4942	163	
512BBi	81-85	190,000	160,000	130,000	105,000	4942	168	
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	145,000	110,000	73,500	46,500	2926	154	▼
308GTB/GTS	77-80	68,500	54,000	36,000	24,000	2926	155	
308GTBi/GTSi	80-82	57,500	42,500	32,000	21,000	2926	155	
308GTB qv/GTS qv	82-85	69,000	53,500	36,000	24,500	2926	155	
328GTB/GTS	85-88	77,500	60,000	46,000	33,000	3195	163	▼
400/400i/412i man.	76-89	60,000	45,000	30,000	19,500	4823	158	
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	55,000	45,000	34,000	26,000	3405	170	
F355 GTB	94-99	77,500	64,000	49,000	37,500	3496	185	
F355 GTS/Spider	95-99	75,000	62,000	48,000	37,500	3496	183	
360 Modena	99-05	55,000	48,500	42,000	35,000	3586	184	▼
Testarossa	84-90	125,000	100,000	65,000	45,000	4942	181	▲
512 TR	91-94	225,000	160,000	110,000	70,000	4943	193	▲
F512 M	94-96	350,000	250,000	160,000	110,000	4943	194	▲
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	3m	2.5m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2.1m	1.5m	1.25m	2936	201	
F50	95-97	3.4m	2.75m	2.4m	n/a	4698	202	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
550/575M Maranello	96-06	90,000	70,000	53,000	42,500	5474	199	
Enzo	02-04	2.75m	2.3m	1.9m	n/a	5998	220	
FIAT	Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	10,000	7350	3600	1400	633	66	▼
600 Multipla (MPV)	55-60	28,500	20,000	13,000	6750	767	59	▲
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	28,000	23,000	16,000	10,000	1568	105	
2300S	61-68	26,500	19,000	16,000	10,000	2280	120	
850 Coupé	65-73	9250	6250	2850	1400	903	96	
850 Spider	65-73	14,000	9000	4400	2200	903	96	▼
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	12,000	8500	3500	1250	1756	115	
124 Spider 1.4/1.6	66-74	17,500	12,000	7000	3250	1608	112	
124 Spider 1.8/2.0	75-81	15,000	10,000	5000	2000	1756	108	
124 Spider Abarth	72-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	15,750	10,750	5750	2200	1995	104	
Dino Spider 2.0/2.4	67-73	135,000	100,000	70,000	47,500	2418	130	▲
Dino Coupé 2.0/2.4	67-73	50,000	37,500	22,500	15,000	1987	122	▲
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
127 Sport 1300	81-83	12,000	8000	4000	2000	1301	102	▲
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4250	3000	1350	600	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	
Strada Abarth 130TC	84-88	20,000	14,250	6250	2200	1995	117	
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149	
Barchetta	95-02	6750	4250	2200	1000	1747	118	
FORD	AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)							
Prefect	40-53	7000	5000	2500	1250	1172	68	▼
Pilot V8	47-51	17,000	9250	5400	2600	3622	82	▼
Anglia/Popular 103E	46-59	7500	5200	2500	1350	1172	61	▼
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	9000	6500	2950	1600	997	74	
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82	
Consul MkI	50-56	10,000	7000	3000	1500	1508	73	
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82	
Zephyr Zodiac	53-56	17,500	12,500	5500	2650	2262	84	▲
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82	
Consul MkII	56-62	10,500	7200	3200	1450	1703	79	
Zephyr MkII	56-62	17,000	11,250	5000	2000	2553	88	▼
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88	
Consul MkII con	56-62	14,000	9500	4750	2500	1703	78	
Zephyr MkII con	56-62	21,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	25,000	18,000	10,500	6250	2553	88	
Zephyr MkIII	62-66	13,500	9500	3500	1500	2553	95	
Zodiac MkIII	62-66	16,000	11,500	5750	2000	2553	100	▼
Zephyr 4/6 MkIV	66-72	8500	6000	2600	1200	2994	100	
Zodiac MkIV/Exec	66-72	9500	7000	3250	1400	2994	100	
Consul Classic	61-63	11,500	8000	3750	1650	1498	79	
Consul Capri	61-64	17,000	13,000	6000	2500	1340	84	
Consul Capri GT	63-64	20,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	8500	5750	2500	1200	1663	90	▼
Corsair GT/2000E	64-70	9750	6500	3000	1500	1996	100	▼
GT40	64-68	5.4m	4.6m	3.3m	2.75m	4736	198	
Mustang coupé	64-68	28,000	20,000	11,750	6250	4727	120	
Mustang fastback	65-68	38,500	28,000	16,500	8500	4727	120	
Mustang con	64-68	35,000	26,000	16,500	9000	4727	111	
Mustang GT350	65-66	240,000	200,000	125,000	100,000	4727	133	
Mustang GT500	67-70	165,000	130,000	92,000	65,000	6800	130	
Cortina MkI	62-66	11,000	7500	3500	1600	1498	82	
Cortina MkI GT	63-66	24,000	17,500	8000	3500	1498	91	
Cortina MkII	66-70	10,500	7250	3600	1500	1599	87	
Cortina MkII GT	66-70	15,000	10,000	4400	1850	1599	98	▲
Cortina 1600E	67-70	16,000	11,000	4750	2000	1599	98	▲
Cortina MkIII	70-76	10,500	7500	3600	1500	1993	101	
Cortina MkIII GT/GXL	71-76	15,000	10,000	4500	2000	1993	104	
Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	1993	105	
Cortina MkIV/V	76-82	11,000	7000	3000	1350	2293	110	
Escort MkI 1.1/1.3	68-75	11,000	8000	4000	1750	1298	83	
Escort Twin Cam	68-71	66,000	48,500	35,000	22,500	1558	113	
Escort GT/Spt/1300E	68-75	22,000	15,000	7500	4000	1298	96	
Escort Mexico	70-75	43,000	32,500	21,000	14,000	1599	99	
Escort RS1600	70-75	70,000	50,000	38,500	27,500	1601	113	
Escort RS2000	73-74	65,000	46,000	32,500	20,000	1993	108	
Escort MkII sal	75-80	10,000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	21,000	15,500	7750	4000	1599	101	▲
Escort MkII Mexico	76-78	40,000	30,000	20,000	12,500	1593	105	
Escort MkII RS1800	75-77	85,000	67,500	45,000	35,000	1835	112	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Escort MkII RS2000	75-80	45,000	32,500	20,000	12,000	1993	109	▲
Escort XR3	81-83	12,750	9250	4500	1950	1597	113	
Escort XR3i	83-86	13,500	9500	4250	1750	1597	116	
Escort RS1600i	83-84	36,500	26,500	13,500	7000	1597	117	
Escort XR3i (MkIV)	86-90	10,000	7500	3000	1400	1597	116	
Escort XR3i cabrio	84-90	9500	7000	3000	1100	1597	107	
Escort RS Turbo S1	84-85	35,000	26,500	15,000	7500	1597	122	
Escort RS Turbo S2	85-90	24,000	17,500	8500	4000	1597	124	▲
Capri MkI 1.3/1.6	69-74	20,000	13,000	6500	3000	1599	95	
Capri GT 1.6/2.0	69-74	22,500	15,000	8000	3750	1996	107	
Capri 3000GT	70-74	27,500	20,000	10,500	4750	2994	113	
Capri 3000E/GXL	70-74	29,500	21,000	11,000	5000	2994	113	
Capri RS2600	71-74	52,500	42,500	27,500	18,500	2637	124	
Capri RS3100	73-74	59,500	46,500	27,500	18,500	3091	125	
Capri II/III 1.6/2.0	74-82	15,000	10,000	3000	1300	1993	110	
Capri II/III 3.0	74-82	27,500	19,000	9000	4250	2994	116	
Capri III 2.8i	81-87	25,000	16,000	7500	3000	2792	129	▲
Capri 280 Brooklands	87-88	27,000	20,000	10,000	5000	2792	129	▲
Consul/Granada 3.0	72-77	18,000	12,000	5000	2000	2994	113	
Granada 3.0 Coupé	74-77	18,500	12,500	5250	2200	2994	111	
Granada MkII	77-85	11,500	7500	3500	1500	2792	117	
Fiesta XR2 MkI	81-83	20,000	14,000	6750	3000	1599	106	▼
Fiesta XR2 MkII	84-89	14,500	10,500	4500	1950	1597	109	
Fiesta XR2i MkIII	89-94	12,500	9000	4000	1650	1596	116	▲
Fiesta RS Turbo	90-92	25,000	17,500	10,000	6000	1596	129	
RS200	85-86	160,000	130,000	100,000	75,000	1803	140	
Sierra XR4i	83-85	12,000	8500	3500	1600	2792	125	
Sierra XR4x4	85-90	11,000	7500	3200	1500	2792	127	
Sierra RS Cosworth	85-87	70,000	47,500	23,500	14,000	1993	145	
Sierra RS500	87	95,000	75,000	50,000	32,000	1993	149	
Sapphire RS Cos.	88-92	34,000	26,500	13,500	6250	1993	154	
Escort RS2000	91-96	11,000	7750	3750	1750	1998	131	▲
Escort RS2000 4x4	94-96	13,500	10,000	7250	4250	1998	130	
Escort RS Cosworth	92-96	56,000	46,500	33,000	24,000	1993	144	
Focus RS MkI	02-03	22,500	18,000	12,000	6750	1988	144	
FRAZER NASH	VSCC Frazer Nash section (01285 720483)							
Le Mans Replica	48-52	525,000	440,000	350,000	250,000	1971	115	
GILBERN	Gilbern Owners' Club (01926 512136)							
Genie	66-70	13,000	9250	4750	2200	2994	120	
Invader I/II	69-72	14,250	10,000	5000	2500	2994	116	
Invader III	72-74	16,000	11,500	5500	2850	2994	120	
GINETTA	Ginetta Owners' Club (01724 352801, membership@ginetta.org)							
G4 1.0/1.5	61-68	22,000	17,000	12,000	8000	1498	115	
G15 875/998	68-74	13,500	8250	4250	1850	998	108	▲
G21 1800/1800S	71-78	14,500	11,000	5250	2200	1725	120	▲
G33	91-93	15,000	11,000	7000	5000	3946	137	
GORDON-KEEBLE	Gordon-Keeble Owners' Club (0121 459 9587)							
GK1/IT	64-67	97,500	72,500	49,500	30,000	5395	135	
HEALEY	Association of Healey Owners (01425 480243)							
Silverstone sports	49-50	140,000	110,000	90,000	65,000	2443	107	▼
Abbott con	50-54	40,000	30,000	20,000	12,000	2443	100	
Tickford saloon	50-54	32,500	21,000	11,000	7000	2443	102	
HEINKEL/TROJAN	Heinkel/Trojan Club (01527 501318)							
Cabin Cruiser/200	56-65	20,000	14,750	9250	5600	198	60	▼
HILLMAN	Owners' Club (01522 823778); Imp Club (01789 414789)							
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8000	4000	2000	1185	65	
Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390	73	
Minx Ph. III-VIIIA con	48-56	10,500	7250	3500	1600	1390	73	
Californian	53-56	8900	6000	3000	1600	1390	74	
Minx SI-IIIC	56-63	6250	4250	2000	900	1592	80	
Minx SI-IIIC con	56-62	10,500	7500	3750	1850	1494	80	
Minx SV-VI	63-67	4500	2850	1450	750	1725	81	
Husky II/III estate	58-66	6750	4750	2100	1100	1390	74	
Super Minx SI-IV	61-66	5500	3500	1650	800	1725	86	
Super Minx con	62-64	8500	6000	2900	1500	1592	84	
Imp	63-76	6250	4000	1850	900	875	81	
Imp Californian	67-70	6750	4500	2200	1000	875	81	
Husky (Imp)	66-70	6400	4200	1900	1000	875	80	
Hunter GLS	72-76	20,000	14,000	6500	3000	1725	110	
Avenger GT/GLS	71-81	12,500	9000	4500	20000	1598	98	
Avenger Tiger	72-73	16,500	11,000	6000	3000	1599	100	
HONDA	Honda S800 Sports Car Club (0121 444 2988)							
S800 coupé	66-70	23,000	16,500	10,500	5500	791	96	
S800 sports	66-70	29,500	20,500	14,500	8750	791	96	
CRX 1.6i/V-TEC	86-91	10,000	7000	3000	1400	1595	125	
NSX 3.0	90-02	72,500	55,000	37,500	26,500	2977	158	
Beat	91-95	4750	3000	1500	900	656	84	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Integra Type R DC2	98-01	19,500	14,000	7000	3500	1787	143	
S2000 (AP1)	99-09	14,000	11,500	6000	3250	1997	147	
HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	
HUMBER	Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV	45-56	10,500	7500	3300	1500	4139	91	▼
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe/Imperial	58-67	11,000	8000	2750	1250	2651	106	
Sceptre MkI-II	63-67	8000	5500	2400	1000	1725	90	
Sceptre MkIII	67-76	7000	4950	2000	850	1725	98	
ISO	Iso Bizzarrini Club (020 8891 6663)							
Rivolta	62-70	80,000	60,000	40,000	30,000	5359	140	
Grifo	63-74	300,000	240,000	195,000	125,000	5359	161	
Grifo 7-litre	69-74	375,000	300,000	235,000	165,000	6998	170	
Lele	70-74	45,000	26,000	15,000	7500	5736	145	
JAGUAR	Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS100 2½-litre	36-39	350,000	250,000	185,000	140,000	2663	94	
SS100 3½-litre	38-39	425,000	325,000	240,000	185,000	3485	104	
1½-litre	45-49	27,500	18,500	9750	4000	1776	70	
2½-litre	46-51	30,000	20,000	11,000	4750	2663	87	
3½-litre	46-51	35,000	25,000	12,750	5250	3485	92	
MkV 2½-litre con	49-51	57,500	37,500	22,500	11,750	2663	87	
MkV 3½-litre con	49-51	69,000	43,000	27,000	16,500	3485	92	
XK120 alloy rdstr	49-50	185,000	150,000	100,000	70,000	3442	132	
XK120 roadster	50-54	100,000	70,000	47,500	32,000	3442	122	
XK120 dhc	50-54	90,000	65,000	45,000	30,000	3442	122	
XK120 fhc	51-54	78,000	52,000	39,000	25,000	3442	121	
C-type	51-54	4.85m	3.85m	3.4m	2.95m	3442	144	
XK140 roadster	54-57	104,000	72,500	47,500	30,000	3442	126	
XK140 fhc	54-57	72,500	52,500	35,000	22,500	3442	125	
XK140 dhc	54-57	100,000	71,000	42,500	29,000	3442	125	
D-type	54-57	6m	5.25m	4.1m	3.75m	3442	160	
XK150 roadster	58-60	102,500	72,500	42,500	27,500	3781	130	
XK150 fhc	57-61	70,000	48,000	30,000	19,500	3781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	145,000	97,500	70,000	52,000	3442	130	
XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	3442	129	
XK150S 3.4 dhc	58-60	122,000	87,500	62,500	44,000	3442	130	
XK150S 3.8 roadster	59-60	188,000	145,000	115,000	82,500	3781	136	
XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	3781	132	
XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	3781	130	
MkVII-MkIX	51-61	32,000	21,000	10,000	4000	3442	105	
MkX/420G	61-70	22,000	15,000	7000	3000	4235	120	
Mk1 2.4	55-59	27,500	18,500	9500	3500	2483	96	
Mk1 3.4	57-59	40,000	26,500	15,000	8500	3442	120	
Mk2 2.4	59-67	20,000	13,000	7500	2650	2483	96	
Mk2 3.4	59-67	35,000	25,000	10,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	22,500	15,000	7250	3250	3781	121	
240	67-68	21,500	14,000	6000	2500	2483	105	
340	67-68	27,500	20,000	9000	4000	3442	123	
420	66-68	14,500	9500	4250	1750	4235	123	▼
E-type 3.8 rdstr (ff)	61-62	142,000	97,500	80,000	60,000	3781	145	▼
E-type 3.8 cpé (ff)	61-62	107,500	87,500	72,500	50,000	3781	145	▼
E-type 3.8 roadster	62-64	130,500	90,000	65,000	40,000	3781	145	▼
E-type 3.8 coupé	61-64	100,000	73,000	52,500	32,500	3781	145	▼
E-type 4.2 S1 rdstr	64-67	127,500	85,000	61,000	39,000	4235	145	▼
E-type 4.2 S1 coupé	64-67	92,000	64,000	45,000	29,000	4235	145	
E-type S1 2+2	66-67	58,000	42,000	22,500	13,000	4235	136	
E-type S1½/S2 rdstr	67-70	80,000	60,000	40,000	25,000	4235	145	▼
E-type S1½/S2 fhc	67-70	60,000	45,000	30,000	18,000	4235	145	▼
E-type S1½/S2 2+2	67-70	46,000	30,000	20,000	10,000	4235	136	▼
E-type V12 roadster	71-75	72,500	52,500	32,000	18,000	5343	150	▼
E-type V12 fhc 2+2	71-74	47,500	35,000	22,000	10,000	5343	150	▼
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	15,500	10,000	3750	1250	4235	124	
XJ12 Series 1	72-73	16,000	10,500	4500	2000	5343	140	
XJ6 Series 2	73-79	12,000	7500	3000	1000	3442	117	
XJ6 Series 3	79-86	10,000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	13,000	8750	3750	1500	5343	146	
XJ6 Coupé	75-78	22,500	13,000	6500	3250	4235	120	
XJ12 Coupé	75-78	30,000	15,000	7500	3750	5343	143	▲
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	10,000	6500	2850	1350	5994	155	
XJR X300 sal	94-97	12,000	8000	3000	1250	3980	155	
XJ12 X300 sal	94-97	8500	6250	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
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XJ-S 3.6	83-89	9500	6000	2750	1000	3590	141	▼
XJ-SC 3.6 cabrio	83-87	11,500	8000	3850	1750	3590	134	
XJ-SC V12 cabrio	85-88	15,000	10,000	4800	2000	5343	150	
XJ-S V12 con	88-91	18,500	11,750	5250	2250	5343	150	
XJS V12	91-96	16,000	10,500	4950	2000	5994	161	
XJS V12 con	91-96	20,000	14,000	6000	2500	5994	160	▲
XJR-S	88-93	24,000	16,000	8500	3650	5993	158	
XJS 4.0	91-96	12,000	8250	3600	1650	3980	138	
XJS 4.0 conv	92-96	20,000	12,000	6500	3400	3980	138	
XJ220	89-92	350,000	300,000	250,000	200,000	3498	212	
XK8 4.0 fhc	96-02	7750	5250	2400	1200	3996	155	
XK8 4.0 con	96-02	9750	6850	3650	1850	3996	155	▼
XJR (X308) sal	97-03	9000	6000	2500	1000	3996	155	
XKR 4.0 fhc/con	98-02	11,250	7500	3600	1900	3996	157	▼
JEEP								
Cherokee	92-01	12,000	7500	2800	1800	3960	107	
JENSEN	Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
541/R/S	54-63	54,000	40,000	22,500	13,000	3993	123	
C-V8	62-65	52,000	40,000	20,000	11,000	6276	143	▼
Interceptor MkI	67-69	52,500	37,500	18,500	8500	6276	140	▼
Interceptor II-III	70-75	46,500	32,500	14,500	7250	6276	140	▼
FF	67-71	115,000	77,500	55,000	34,000	7212	141	
Interceptor SP	71-73	48,500	35,000	15,500	7750	7212	144	▼
Interceptor con	74-76	64,000	46,000	28,500	16,000	7212	140	▲
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	
JOWETT	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	11,000	7500	3500	1500	1486	77	
Jupiter	50-54	28,000	22,000	15,000	8000	1486	85	
LAGONDA	Lagonda Club (01252 845451)							
2.6-litre	48-53	46,000	30,000	20,000	9500	2580	90	▼
2.6-litre con	49-53	72,000	55,500	30,000	18,000	2580	90	▼
3-litre	53-57	58,500	38,500	26,500	12,500	2922	100	▼
3-litre. con	53-57	86,500	62,500	36,000	21,000	2922	100	▼
Rapide	61-64	125,000	90,000	60,000	37,500	3995	135	
Saloon 'Wedge'	76-90	70,000	47,500	26,500	18,000	5340	140	
LAMBORGHINI	Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	475,000	400,000	300,000	225,000	3497	147	
400GT 2+2	67-68	275,000	220,000	180,000	150,000	3929	150	
Miura P400	66-69	1.4m	1.15m	850,000	600,000	3929	170	
Miura 400S	69-71	1.6m	1.3m	1m	675,000	3929	172	
Miura SV	71-75	3.3m	2.6m	2m	n/a	3929	175	
Islero	68-70	230,000	175,000	135,000	105,000	3929	160	
Jarama	70-78	115,000	80,000	59,000	40,000	3929	162	▼
Espada I	68-70	135,000	97,500	65,000	37,500	3929	154	▼
Espada II/III	71-78	107,500	78,500	53,000	30,000	3929	154	
Urraco P250	73-74	72,500	52,000	30,000	20,000	2463	148	
Urraco P300	75-76	82,500	62,000	35,000	22,500	2997	158	
Jalpa	82-86	75,000	50,000	30,000	22,000	3485	153	
C'tach LP400 'Peri'	74-76	975,000	785,000	650,000	500,000	3929	192	
Countach LP400	76-78	450,000	350,000	265,000	185,000	3929	192	
C'tach LP400S	78-82	395,000	325,000	240,000	165,000	3929	164	
Countach 5000	82-90	400,000	310,000	225,000	160,000	5167	179	▲
Countach 25th Anni	89-90	300,000	240,000	185,000	140,000	5167	179	▲
Diablo	91-01	170,000	140,000	105,000	75,000	5707	202	▲
Diablo VT	93-01	190,000	160,000	120,000	95,000	5707	200	▲
LANCHESTER	Daimler & Lanchester Owners' Club (07000 356285)							
Ten (LD10)	46-51	7500	5000	2400	1200	1287	69	
LANCIA	Lancia Motor Club (lanciamotorclub.co.uk)							
Aprilia saloon	37-49	25,000	18,000	10,000	5000	1486	80	
Appia saloon	53-63	15,000	10,000	5250	2600	1089	80	
Aurelia B10/21/22	50-55	25,000	19,000	12,000	6000	1754	90	
Aurelia B20GT	53-58	130,000	95,000	67,500	48,500	2451	113	▼
Aurelia B24 Spider	55-56	700,000	560,000	500,000	450,000	2451	115	▼
Aurelia B24 conv	57-58	260,000	200,000	152,000	110,000	2451	108	▼
Flaminia saloon	57-70	10,000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	45,000	34,000	20,000	13,000	2775	112	
Flaminia GT/GTL/3C	59-67	75,000	57,500	40,000	25,000	2775	115	
Flaminia convertible	59-67	140,000	92,500	64,000	45,000	2775	110	
Flaminia Sport Zag	59-67	285,000	210,000	155,000	105,000	2775	130	
Flavia saloon	61-70	12,000	7750	3250	1500	1488	105	
Flavia coupé 1.5/1.8	62-68	25,000	17,500	8000	4000	1800	112	
Flavia Sport Zagato	63-67	54,000	42,500	30,000	16,500	1800	120	
Flavia 2000 saloon	70-74	13,500	8500	4000	1600	1991	110	
Flavia 2000 coupé	69-73	16,750	12,000	6250	2750	1991	115	
Fulvia Berlina	63-73	6750	4000	1750	800	1216	100	
Fulvia coupé	65-76	20,000	15,000	6500	2750	1298	96	
Fulvia Sport Zagato	68-72	34,000	24,000	16,000	8250	1298	109	▼
Fulvia HF SI/SII	68-72	48,000	34,000	20,000	12,500	1584	115	
Stratos	72-74	525,000	440,000	350,000	260,000	2418	130	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Beta sal	72-81	6500	4250	1750	650	1995	118	
Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995	114	
Beta Coupé Volumex	83-84	10,000	7000	3250	1500	1995	126	
Beta Spider 1.6/2.0	75-82	11,000	7750	3000	1400	1995	114	
Beta HPE	75-85	8250	5750	2900	1100	1995	116	
Beta HPE Volumex	83-85	12,000	8000	3750	1750	1995	116	
Montecarlo	75-84	25,000	18,000	9000	4000	1995	120	▲
Gamma	76-84	5500	3500	1650	750	2484	121	
Gamma Coupé	76-84	10,000	7000	3200	1300	2484	121	
Rally 037 Stradale	82-83	495,000	420,000	325,000	275,000	1995	128	
Delta S4 Stradale	85-87	325,000	250,000	175,000	n/a	1759	140	
Delta HF Turbo	84-90	12,000	8000	3750	1750	1585	121	
HF Integrale	87-91	33,500	24,000	13,000	6750	1995	134	
Integrale Evo 1	91-93	65,000	50,000	32,000	16,000	1995	135	
Integrale Evo 2	93-95	88,000	67,500	42,000	20,000	1995	136	
LAND ROVER	Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN							
Series I 80in	48-53	43,000	27,500	14,000	5750	1595	60	
Series I	53-58	32,000	18,000	8000	2000	1997	60	
SII/IIA 2.2/2.6 88in	58-71	22,500	12,500	5000	1600	2286	69	
SII/IIA 2.2/2.6 109in	58-71	24,000	13,500	5500	1750	2625	75	
SIII 2.2/2.6	71-85	20,000	12,000	3600	1250	2625	73	
SIII Stage 1 V8	79-83	22,000	13,500	5500	1950	3528	86	
Defender	84-90	14,500	10,000	3650	1750	2495	77	
Defender V8	85-90	20,000	13,500	5750	2400	3528	86	
Defender Tdi	90-98	19,000	12,000	5500	2000	2495	80	
Defender Td5	98-07	22,500	14,500	6000	3000	2495	85	▲
Range Rover 2dr	70-72	42,000	32,000	18,000	8500	3528	96	
Range Rover 2dr	73-78	36,000	25,000	13,000	5000	3528	99	▲
Range Rover	78-89	25,000	16,000	4500	1250	3528	106	
Range Rover 3.9SE	89-96	18,500	10,000	4000	1000	3947	108	
Range Rover 4.2LSE	92-95	28,000	20,000	7000	2400	4192	110	▲
LEA-FRANCIS	Lea-Francis Owners' Club (01865 407515)							
14hp/14/70 saloon	46-54	12,000	8500	4650	2000	1767	75	
14hp/2½-litre Sports	50-53	45,000	28,000	20,000	12,000	2496	100	
LOTUS	Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)							
Elite	57-63	77,500	62,500	44,000	26,000	1216	113	
Seven SII	60-68	33,000	22,000	14,000	9000	1098	92	
Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	1498	103	
Seven SIII 1.3/1.6	68-70	27,000	19,500	13,000	8250	1599	108	
Seven S4	69-73	16,000	11,500	7000	3500	1599	108	
Lotus Cortina MkI	63-64	64,000	49,000	33,000	25,000	1558	108	
Lotus Cortina MkI	64-66	56,000	42,500	28,000	20,000	1558	107	
Cortina II Lotus	67-70	32,000	26,000	17,500	11,500	1558	102	
Elan S1 dhc	62-64	37,500	29,000	20,000	13,000	1558	119	▼
Elan S2-S3 dhc	64-68	33,500	25,000	16,000	10,000	1558	120	
Elan S4 dhc	68-71	29,500	22,000	14,000	9250	1558	120	▼
Elan S3/S4 cpé	66-71	27,000	20,000	12,000	7250	1558	123	▼
Elan Sprint con	71-73	45,000	35,000	24,000	15,000	1558	121	▼
Elan Sprint Coupé	71-73	37,000	28,000	20,000	12,500	1558	121	▼
Elan Plus 2	67-74	27,500	19,500	10,000	5750	1558	121	▼
Europa S2	67-71	17,500	12,500	6850	4250	1470	110	▼
Europa TC/Special	71-75	28,000	18,500	11,000	6000	1558	123	▼
Elite, Eclat	74-82	11,000	7500	2900	1000	2174	129	▼
Esprit S1	76-78	40,000	31,000	22,000	15,000	1973	124	
Esprit S2	78-81	29,500	22,000	14,000	9000	1973	130	
Esprit Turbo	80-87	37,500	26,500	14,000	8000	2174	148	
Esprit S3	82-87	26,500	20,000	11,500	6000	2174	134	▲
Excel	82-88	10,000	7000	3000	1500	2174	130	
Esprit X180	87-90	24,000	17,500	9250	5250	2174	135	
Esprit Turbo/SE	87-92	32,000	22,000	12,000	6750	2174	156	
Esprit S4 Turbo	93-96	39,000	29,000	15,000	8500	2174	161	
Esprit GT3	96-99	38,500	29,500	17,500	12,500	1973	163	
Esprit V8	96-04	55,000	40,000	30,000	20,000	3506	175	
Carlton/Omega	90-92	67,500	47,500	25,000	16,000	3615	177	
Elan SE turbo	89-92	9950	6750	3750	2000	1588	137	
Elan S2	94-95	10,500	7500	4500	2500	1588	137	
Elise S1	95-00	21,000	15,000	10,750	6750	1796	126	
Elise S2	00-05	17,000	13,000	10,500	8250	1796	125	
Elise 111/S	99-05	20,000	15,750	12,250	10,000	1796	132	
340R	00-02	35,000	28,500	22,000	16,000	1796	133	
Exige S1	00-02	31,000	24,000	17,000	13,500	1796	136	
MARCOS	Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)							
GT1800	64-66	20,000	16,000	11,500	7000	1780	115	
1500/1600	66-68	22,000	17,000	12,000	7500	1598	117	
3-litre	69-72	21,750	16,000	11,000	6750	2978	120	
Mini-Marcos	65-74	8500	6500	3250	1600	1275	100	
Coupé/Mantula	81-87	14,500	10,000	6000	3500	2792	130	
Mantara	93-97	15,750	12,500	10,000	7500	3946	158	
MASERATI	Maserati Club (01494 717701)							
A6G/2000 Zag. cpé	54-57	2.6m	1.75m	1.4m	1.1m	1986	131	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	160,000	130,000	97,500	70,000	3485	142	▼
3500GT Spider	58-64	440,000	385,000	300,000	225,000	3485	140	▼
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	425,000	365,000	275,000	200,000	3692	147	
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	20,000	13,000	6500	3500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Ghibli 4.7	67-70	185,000	150,000	90,000	59,000	4719	155	▼
Ghibli Spyder	69-71	475,000	400,000	350,000	275,000	4719	154	▼
Ghibli 4.9 SS	70-73	225,000	175,000	110,000	70,000	4930	172	▼
Ghibli SS Spyder	71-72	575,000	500,000	425,000	360,000	4930	170	▼
Bora 4.7/4.9	71-79	167,500	130,000	85,000	45,000	4719	160	
Merak	72-75	42,500	30,000	18,000	10,000	2965	135	
Merak SS	76-83	57,500	42,500	22,000	14,000	2965	147	
Khamsin	74-82	130,000	98,500	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-94	13,250	10,000	4000	2000	2491	138	
Ghibli II	94-97	17,500	12,000	5750	2850	2790	155	
Quattroporte IV	94-01	10,500	8000	5000	2650	2790	158	
3200GT	98-01	15,000	10,500	6500	4500	3217	180	▼
4200GT	02-07	14,500	10,500	6750	4750	4244	177	▼
MATRA Matra Enthusiasts' Club (01892 652964)								
Bagheera	73-79	13,000	8000	3500	1250	1442	102	▲
Murena	80-83	14,000	9000	4000	1500	2155	121	
MAZDA mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)								
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	7000	4750	2250	900	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	6000	4000	1850	1000	1597	121	
MX-5	91-97	4750	3000	1250	500	1839	123	
McLAREN								
F1	93-98	16.9m	15.8m	15m	13.5m	6064	240	
MERCEDES-BENZ M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)								
500K Cabrio A/B/C	34-36	1.25m	1m	700,000	450,000	5016	102	
500K Sports/Rdster	34-36	3m	2.5m	1.95m	1.3m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	1.9m	1.4m	1m	900,000	5401	101	
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100	
540K Special Rdster	36-39	5.75m	4.85m	4m	3m	5401	106	
180/190 Ponton sal	53-62	16,500	11,500	5500	2500	1897	87	
219/220S Ponton sal	56-59	19,500	14,000	6750	3500	2195	101	
220S/SE cabrio	56-60	110,000	75,000	45,000	26,500	2195	101	
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101	
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100	
300S cab/rdstr	52-55	420,000	325,000	240,000	160,000	2996	112	
300Sc cab/rdstr	55-58	600,000	450,000	325,000	225,000	2996	112	
300Sc coupé	55-58	360,000	290,000	220,000	150,000	2996	112	
300SL Gullwing	54-57	1.45m	1.15m	950,000	750,000	2996	145	
300SL roadster	57-63	1.4m	1.1m	800,000	625,000	2996	130	
190SL roadster	55-63	122,000	86,000	56,500	38,500	1897	109	▼
190/200 Fintail sal	61-68	13,000	9500	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,500	11,500	5250	2250	2281	100	
300SE/L Fintail sal	61-65	30,000	20,000	8500	3250	2996	109	
220SEb coupé	61-65	42,500	30,000	16,000	9500	2195	107	▼
220SEb cabrio	61-65	100,000	65,000	35,000	19,500	2195	107	▼
300SE coupé	62-67	65,000	46,500	27,500	17,500	2996	110	▼
300SE cabrio	62-67	155,000	120,000	70,000	47,500	2996	109	▼
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121	
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121	
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121	
600 saloon	64-81	100,000	75,000	43,000	25,000	6330	120	
250/280S/SE sal	65-72	19,500	13,000	5500	2250	2778	116	
250SEC/280SEC cpé	65-69	55,000	37,500	22,000	13,500	2778	116	
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116	
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	3499	127	
280SE 3.5 cabrio	69-71	240,000	182,500	130,000	95,000	3499	127	▼
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	
280/300SE/SEL 3.5	69-72	30,000	20,000	9500	4500	3499	128	▲
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132	
200/220/230.4 sal	67-76	12,000	7500	3250	1250	2197	105	▲
230.6/250/280 sal	67-76	12,500	8000	3500	1400	2746	125	▲
250CE/280CE coupé	68-76	18,000	12,000	6000	2500	2746	125	
280/350/380/420SL	71-89	29,500	19,000	7500	2750	4196	130	▼
500/560SL sports	82-89	38,500	24,000	10,000	3750	5547	142	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
300SL (R107)	85-89	35,000	22,000	9500	3750	2962	124	
350/380/450SLC cpé	71-81	22,500	14,000	5000	1750	4520	137	
280S/SE sal	72-80	12,000	7500	3250	1250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5000	1600	4520	130	
200/230E sal	75-84	11,750	8000	3600	1500	2299	114	
250/280E sal	75-84	12,000	8250	3750	1650	2746	124	
230/280CE coupé	77-85	16,000	11,500	5000	2000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7500	3500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6750	6834	140	
280SL-SL320 (R129)	89-01	14,000	9000	3600	1600	2960	142	▲
500SL/SL500 (R129)	89-01	17,500	11,250	4750	2300	4973	155	
600SL/SL600 (R129)	92-01	26,500	18,500	7750	3750	5987	155	
380/420/500SEC	81-91	19,000	13,000	6000	2000	4973	138	▼
560SEC	86-91	21,000	14,500	8000	3000	5547	151	
300SE-500SE sal	80-91	9750	6250	2200	850	4973	147	
500/560SEL sal	80-91	13,000	8000	2900	1200	5547	156	
190E sal	82-92	6750	5200	1950	800	1997	119	▲
190E 2.3/2.5-16	83-92	30,000	20,000	10,000	6000	2299	143	
W124 Coupé	87-95	8500	5500	2000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2650	3199	142	
W124 sal/est	84-95	8500	5000	1750	650	3199	146	▲
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4500	2750	1000	450	2295	140	
SL55 AMG	02-08	17,500	12,500	8500	5750	5439	155	
SLR McLaren	03-10	220,000	175,000	150,000	n/a	5439	208	
MESSERSCHMITT Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)								
KR175/200	53-64	25,000	17,500	11,000	6500	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75	
MG Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)								
SA saloon	36-39	37,500	30,000	22,000	13,000	2322	80	
SA tourer/dhc	36-39	62,500	46,000	30,000	19,000	2322	80	
VA saloon	37-39	27,500	20,000	13,000	8000	1548	80	
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81	
WA saloon	38-39	45,000	35,000	25,000	15,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91	
TA/TC	36-49	32,000	21,000	13,000	8750	1250	78	▼
TD	49-53	21,500	15,000	10,000	6000	1250	80	▼
TF1250/1500	53-55	29,000	20,000	13,000	7000	1466	85	
YA/YB	47-53	15,000	9750	4200	1250	1250	71	
Magnette ZA/ZB	53-59	17,000	11,000	4500	2000	1489	82	
MGA Roadster	55-62	30,000	20,000	12,000	7500	1489	98	
MGA Coupé	56-62	23,500	16,000	10,000	6000	1489	98	
MGA Twin Cam Rdstr	58-60	46,500	33,000	23,000	14,500	1588	115	
MGA Twin Cam Cpé	58-60	37,000	27,000	17,500	12,000	1588	115	
Magnette III/IV	59-68	10,000	6750	2900	1350	1622	87	
1100/1300	62-71	10,000	7000	2950	1300	1275	97	
MGB roadster p/h	62-65	20,500	14,500	7500	4000	1798	103	
MGB roadster	65-67	17,000	12,000	6000	3000	1798	103	
MGB GT	65-67	15,000	10,000	4900	2250	1798	103	
MGB MkII roadster	67-71	16,250	11,000	5400	2500	1798	103	
MGB MkII GT	67-71	13,000	8400	3750	1600	1798	103	
MGB MkIII roadster	71-74	15,750	10,000	5000	2250	1798	100	
MGB MkIII GT	71-74	11,500	7750	3400	1500	1798	96	
MGB roadster	75-80	11,000	7500	3000	1250	1798	96	▼
MGB GT	75-80	9500	6000	2250	850	1798	104	
MGC roadster	67-69	26,500	17,500	9750	4250	2912	120	▼
MGC GT	67-69	24,500	15,000	7500	3650	2912	120	▼
MGB GT V8 chrome	73-74	24,000	14,500	7950	3750	3528	125	▼
MGB GT V8 rubber	74-76	20,000	12,500	6400	3000	3528	125	▼
Midget MkI	61-64	12,250	8250	4000	1750	948	86	
Midget MkII	64-66	11,750	8000	3650	1600	1098	90	
Midget MkIII	66-74	12,000	8000	3250	1250	1275	96	
Midget 1500	74-79	7500	5000	1650	600	1498	101	
Metro	82-90	7000	5000	2650	1400	1275	100	▼
Metro Turbo	83-89	13,500	9750	5000	2500	1275	110	▼
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	140,000	115,000	85,000	62,500	2991	120	
RV8	93-96	19,000	14,500	10,000	6250	3946	136	
MGF/TF	95-05	3500	2000	800	375	1796	126	▲
ZT260 V8	03-05	11,000	7750	4750	3250	4601	155	
MITSUBISHI								
Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	
3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	
Evo IV-VI	97-99	27,500	20,000	11,000	5500	1997	150	
MORGAN Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)								
4/4 Series I	36-50	32,000	22,000	15,000	7750	1267	70	▼
Plus 4 (Vanguard)	50-53	32,500	22,500	14,000	8000	2088	85	▼
Plus 4 (TR)	54-69	34,000	24,000	16,000	8250	1991	96	▼
Plus 4 SS	61-69	60,000	45,000	27,500	18,000	2138	120	▼
4/4 SII/III/IV/V	54-68	26,500	19,000	12,500	7600	1498	85	▼
4/4 1600/CVH	68-93	22,500	18,000	10,250	6500	1597	105	▼

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
4/4 1800 (Zetec)	93-06	20,500	16,000	12,000	7750	1796	106	▼
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	
Plus 4	88-00	21,000	16,500	12,000	8250	1994	115	▼
Plus 8	68-72	46,500	31,000	20,000	14,000	3528	125	
Plus 8	73-86	40,000	28,000	17,500	12,000	3528	125	
Plus 8 injection	84-04	32,500	24,000	15,000	10,000	3528	125	▼
MORRIS Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)								
Minor MM lowlamp	48-51	13,000	9000	4500	2250	918	64	
Minor MM L-L Tourer	48-51	20,000	12,500	6750	3500	918	64	
Oxford MO	48-54	7000	5000	2400	1100	1476	72	
Six	49-54	7650	5250	2500	1200	2215	86	▼
Minor MM/SII	50-56	9000	6750	2850	1100	803	63	
Minor MM/SII conv.	50-56	13,500	9000	3750	1850	803	63	▲
Minor SII Traveller	53-56	16,500	11,000	4600	1600	803	63	
Minor 1000	56-70	10,500	7000	3000	1000	1098	77	
Minor 1000 conv.	56-69	15,000	9500	4000	1850	1098	77	▲
Minor 1000 Traveller	56-71	17,000	11,500	4850	1400	1098	76	
Isis	55-58	6750	4850	2250	1000	2639	90	
Oxford/Cowley II-III	54-60	5750	3750	1650	800	1489	78	▼
Oxford V-VI	59-71	8000	5500	2250	1100	1622	80	
Marina Coupé	71-78	3500	2250	1100	550	1798	95	
Marina TC/GT	71-78	4000	2500	1300	700	1798	100	
NISSAN								
300ZX Turbo	84-89	10,250	7000	3250	1500	2960	149	
300ZX	89-00	14,500	9500	4000	2000	2960	155	
Figaro	91	8000	5200	2000	1000	987	98	▼
Skyline GT-R R32	89-94	52,000	40,000	22,000	15,000	2568	155	
Skyline GT-R R33	95-99	47,500	37,500	20,000	12,500	2568	155	
NSU NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)								
Prinz	58-72	9000	6000	2750	1200	598	71	
Sport Prinz coupé	59-67	9500	6750	3000	1500	598	76	
Wankel spider	64-67	15,500	11,750	6250	3500	497	95	
1000	64-72	7500	5000	2400	1200	996	80	
1200TT	67-72	18,500	12,750	8000	5000	1177	110	
Ro80	67-76	13,000	9000	4000	1250	995	108	
OPEL Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)								
Commodore/GS/E	67-77	10,000	6000	2650	1250	2490	121	
GT	68-73	15,500	11,000	5500	2600	1897	111	
Manta A coupé	70-75	15,000	10,000	5000	2400	1897	105	
Manta GT/E	75-88	13,500	9500	4500	2000	1979	122	
Monza cpé	78-87	12,500	8250	3600	1600	2968	128	
PANHARD Panhard et Levassor Club GB (0161 483 8262)								
PL17 saloon	59-64	8750	6000	2750	1400	845	75	
24CT coupé	64-67	15,000	10,000	4750	2250	845	100	
PANTHER Panther Car Club Ltd (07971 866829)								
J72	72-81	42,500	30,000	20,500	15,000	4235	115	
De Ville	74-85	65,000	42,500	32,000	24,000	5343	135	
Lima/Kallista	76-90	13,000	10,000	5000	2750	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	14,500	10,750	5750	3250	2933	112	
PEERLESS/WARWICK TR Register (01235 818866)								
GT	57-62	27,500	20,000	11,500	7000	1991	105	
PEUGEOT Club Peugeot UK (020 8888 8772)								
203 saloon	48-60	8500	6500	3000	1350	1290	70	
403 cabrio	57-61	36,000	25,000	15,000	7500	1468	81	
204/304 saloon	65-74	4000	2750	1400	750	1288	90	
204/304 coupé	67-75	7500	5500	2500	1200	1288	90	
204/304 cabrio	67-75	11,500	8250	3650	1600	1288	88	
404 saloon	60-75	8000	5750	2850	1400	1618	90	
504 saloon	68-83	3850	2750	1350	650	1971	104	
504 cabrio	69-83	24,000	16,000	8500	4500	1971	105	
504 coupé	69-83	11,250	7750	3750	1750	1971	107	
504 V6 cabrio	74-83	28,500	19,000	11,000	5500	2664	117	
205 T16	83-85	200,000	160,000	135,000	115,000	1774	130	
205GTi 1.6	84-90	19,500	12,500	4950	1650	1580	122	
205CTI cabrio	86-92	7500	5000	2200	900	1580	120	
205GTi 1.9	87-94	24,000	15,000	6000	1900	1905	126	
309GTi	87-93	12,500	9000	4000	1500	1905	122	
106 Rallye S1/S2	94-99	9000	6250	3000	1500	1587	121	
106 GTI	96-04	7600	5400	2500	1250	1587	122	
406 Coupé	97-03	3250	2000	750	400	2946	141	
PIPER Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk								
GTT/P2 1.6	68-74	25,000	18,500	13,500	9500	1599	115	
PORSCHE Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)								
356 pre-A Gmund	49-50	1.25m	1m	725,000	625,000	1086	90	▲
356 pre-A	51-55	210,000	150,000	120,000	90,000	1488	90	▼
356 cabrio 1.3/1.5	51-55	275,000	185,000	155,000	115,000	1488	90	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 Speedster	54-58	310,000	250,000	195,000	157,500	1488	92	▼
356 Convertible D	58-59	200,000	140,000	100,000	65,000	1488	92	▼
356A	55-59	100,000	70,000	42,000	27,000	1582	113	▲
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	150,000	107,500	75,000	48,500	1582	113	▼
356B roadster	60-61	172,000	130,000	80,000	50,000	1582	113	▼
356B/C cabrio	60-65	140,000	105,000	70,000	42,000	1582	113	▲
356A/B Carrera	55-62	450,000	330,000	260,000	200,000	1582	113	
Carrera 2	63-65	420,000	335,000	275,000	240,000	1966	125	
911 2.0	64-65	175,000	135,000	100,000	65,000	1991	131	
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	165,000	125,000	85,000	60,000	1991	140	
912	65-69	59,500	43,500	27,500	17,500	1582	112	
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	87,500	65,000	37,500	27,500	2341	138	
911S 2.2	69-71	137,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8000	4000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	
911S 2.4	71-73	160,000	115,000	80,000	57,500	2341	144	
Carrera RSL	72-73	900,000	650,000	500,000	400,000	2687	149	▲
Carrera RST	72-73	575,000	385,000	275,000	195,000	2687	149	▲
911 2.7	73-77	42,000	32,000	18,000	11,000	2687	135	
911S 2.7	73-77	55,000	42,000	27,500	17,500	2687	140	
Carrera 2.7MFI	73-77	210,000	155,000	110,000	85,000	2687	148	▲
911 Turbo (930) 3.0	75-77	160,000	125,000	100,000	72,000	2995	156	
Carrera 3.0	76-77	82,500	54,000	38,000	25,000	2994	146	▲
924	76-85	6000	3950	1600	750	1984	126	
924 Turbo	78-83	17,500	11,500	5750	2500	1984	144	▼
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	
924S/Le Mans	85-88	9250	6250	2500	1250	2479	136	
928/S/S2	77-87	26,000	18,000	10,000	3000	4664	155	
928S4	86-95	28,500	20,000	10,500	4500	4957	161	
928GT	89-92	35,000	24,000	15,000	7000	4957	168	
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171	
911 Turbo (930) 3.3	77-90	145,000	110,000	75,000	47,500	3299	160	
911 Turbo Cabrio	86-90	127,500	95,000	60,000	42,000	3299	158	
911SC 3.0	77-83	60,000	46,000	27,000	15,000	2994	149	▲
911 Carrera 3.2	83-89	55,000	40,000	23,000	14,000	3164	158	
911 Carrera cabrio	83-89	50,000	36,000	22,000	13,500	3164	155	
Carrera Supersport	84-89	80,000	60,000	40,000	26,500	3164	158	
911 Speedster	88-89	147,500	120,000	90,000	60,000	3164	158	
959	87-88	1.1m	900,000	750,000	575,000	2994	190	▲
Carrera Club Sport	87-89	130,000	100,000	75,000	48,000	3164	154	▲
944	82-87	11,500	7400	3000	1200	2479	134	
944 Turbo	85-91	25,000	17,000	8500	4000	2479	157	
944S	86-88	12,500	8250	3500	1500	2479	140	
944S2	88-92	14,500	10,500	4400	1900	2990	149	
944S2 Cabrio	89-92	18,000	12,000	5250	2400	2990	149	
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	2479	150	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	275,000	205,000	165,000	132,500	3600	162	
968	92-95	16,500	13,000	7500	4000	2990	150	▲
968 Sport	94-95	24,000	16,500	9750	5750	2990	151	▼
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	67,500	50,000	32,500	22,500	3600	160	▲
911 Turbo 4 (993)	95-98	165,000	130,000	90,000	60,000	3600	180	
911 Turbo S (993)	97-98	320,000	260,000	190,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	97,500	77,500	52,500	32,500	3600	171	
911 Carrera RS (993)	94-95	340,000	277,500	235,000	185,000	3746	172	
911RS Clubsport	95-96	360,000	300,000	255,000	200,000	3746	175	
911 GT2 (993)	95-98	990,000	800,000	685,000	500,000	3600	187	
Boxster 2.5	96-99	6500	4650	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	77,500	60,000	42,000	35,000	3600	188	▼
911 Turbo (996)	99-05	43,500	32,500	24,000	20,000	3600	189	
911 GT2 (996)	01-05	108,000	92,000	80,000	70,000	3600	198	▼
RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,500	7000	2600	1000	2792	120	
Scimitar GTC	80-85	13,000	8250	3500	1600	2792	119	
Scimitar GTE SE6b	80-86	9750	6850	2650	1000	2792	122	▲
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	
RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	9000	6000	2500	1100	845	70	▲
Dauphine Gordini	58-67	15,000	10,500	5000	2500	845	83	
Floride/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Floride/Caravelle con	59-68	13,000	9000	4400	2000	1108	90	▼
R4	62-80	8250	5500	2250	1000	1108	72	▲
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	4000	2750	1500	700	1289	96	
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	85,000	57,500	35,000	25,000	1397	124	
5GT Turbo	86-91	26,500	18,500	8500	4000	1397	123	
Clio Williams	94-95	24,500	16,500	8250	4000	1998	134	
RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	14,000	10,500	5500	2500	1496	81	▼
RMB/RMF 2½ saloon	46-53	18,000	13,000	6500	3400	2443	91	▼
Roadster RMC	48-50	37,500	24,000	12,500	7750	2443	100	▼
RMD convertible	48-51	28,500	19,500	11,500	6500	2443	91	▼
2.6/Pathfinder	53-59	11,750	7500	3400	1650	2443	101	
One Point Five	57-65	10,000	7000	3000	1500	1489	85	▼
4/68, 4/72	59-69	11,000	7500	3250	1400	1622	88	▼
Elf MkI/II 848/998	61-69	8300	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7250	5000	2250	1000	1098	87	
ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	13,500	8750	4500	2500	1172	85	
Olympic	60-73	11,750	8000	4000	2250	1489	105	
ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.5m	1.35m	1.1m	875,000	7428	75	
Silver Ghost	18-25	375,000	300,000	240,000	155,000	7428	78	▼
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	140,000	62,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	49,000	35,000	19,000	10,500	4257	92	▼
Silver Dawn sal	49-55	42,500	29,500	16,000	8000	4566	98	
Silver Dawn PW con	51-55	110,000	85,000	50,000	30,000	4566	98	▼
Silver Cloud I saloon	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	125,000	80,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	21,000	14,000	6250	2000	6750	120	
MPW/Corniche cpé	66-80	47,500	34,000	18,000	8750	6750	119	▲
MPW/Corniche con	67-90	70,000	47,000	26,000	15,000	6750	119	▼
Camargue	75-86	50,000	38,500	24,000	12,500	6750	115	▼
Silver Spirit/Spur	80-89	13,500	9500	4000	1350	6750	119	▼
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	
ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	12,000	9000	4000	1900	1595	75	
P3 75	48-49	14,000	11,000	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84	
P4 60/75/80	52-62	9250	6000	2250	800	2286	85	
P4 90	54-59	10,750	7250	2900	1000	2638	90	
P4 105R	57-58	8500	5950	2200	800	2638	91	
P4 105S/100	57-62	11,000	7500	3250	1350	2638	96	
P4 95/110	62-64	11,000	7250	3000	1100	2625	100	
P5 3-litre	58-67	13,000	7250	2850	1250	2995	107	
P5 Coupé	63-67	17,000	10,500	4750	1900	2995	108	
P5B 3½-litre	67-73	16,750	11,000	5000	2100	3528	113	
P5B 3½-litre Coupé	67-73	32,000	20,000	8750	2750	3528	115	
P6 2000/TC	63-69	8250	5000	2350	1000	1978	115	
P6 2000/2200/TC	70-77	7500	4000	1850	750	2205	112	
P6 3500	68-76	10,000	6500	2250	1100	3528	117	
P6 3500S	71-76	12,000	7750	3000	1400	3528	126	
SD1 2.0/2.3/2.6	76-86	6500	4000	1750	750	2597	117	
SD1 3500	76-86	9000	6250	2400	1200	3528	125	
SD1 VdP	80-86	10,000	7000	3000	1400	3528	126	
SD1 Vitesse	82-86	13,500	9000	4250	1850	3528	133	
SD1 Vitesse TP	85-86	24,000	17,500	8000	3250	3528	135	
Mini	90-00	9000	6400	3000	1400	1275	88	
Mini Cooper/S	91-00	13,500	9500	4200	1750	1275	97	
200 BRM LE	98-99	6000	4000	1850	900	1796	127	
75 V8	04-05	9500	7000	4500	3000	4601	150	
SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	13,500	8750	4250	2250	841	80	
96 Longnose	65-68	13,000	8500	4000	2000	841	79	
Sport/Monte Carlo	62-66	14,500	10,000	5500	3000	841	88	
96/95 V4	67-79	10,000	7250	3500	1400	1498	93	
Sonett	67-74	16,000	11,000	5500	2750	1498	100	
99	68-84	7500	5500	2650	1200	1985	101	
99 Turbo	77-82	14,000	10,000	4750	2200	1985	125	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
900 (sal)	79-93	6600	4200	1750	800	1985	106	
900 Turbo (sal/con)	79-93	11,000	8250	3250	1250	1985	133	
900 Convertible	86-93	9500	6000	2500	1000	1985	126	
SIMCA	Simca Club UK (01737 765331)							
1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204	105	
SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B/4C	39-52	14,500	9750	5600	3400	1074	70	
SM/4AD Roadster	51-55	14,250	9250	4900	2850	1497	72	
Gazelle saloon	55-67	7500	5000	2250	950	1497	77	
Gazelle con	56-62	11,750	8500	4250	2000	1497	77	
Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725	91	
Chamois	64-70	6400	4250	2000	1000	875	80	
Chamois coupé	65-70	7000	4750	2400	1100	875	81	
New Gazelle/Vogue	66-70	6000	4000	1650	725	1725	94	
SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2400	900	450	988	80	
S110R coupé	70-80	4850	3750	1500	750	1107	90	
Rapid coupé	84-91	3250	2500	1200	650	1289	93	
STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	9750	6750	3200	1500	2088	79	
Vanguard II/III	53-58	6850	4650	1900	950	2088	79	
Vanguard Sportsman	56-58	6000	4250	2000	1000	2088	83	
V'grd Vignale/Lux Six	58-63	5600	4000	1900	1000	1998	87	
Eight	53-59	5250	3600	1650	750	803	61	
Ten/Pennant	54-59	5750	4000	1900	900	948	69	
Ensign/De Luxe	57-63	5500	3850	1850	900	2138	85	
STUDEBAKER								
Avanti	62-64	36,000	27,500	19,500	13,000	4737	120	▼
SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-00	7500	5000	2200	950	1994	144	▲
Impreza WRX STi	97-00	12,000	8500	4000	1900	1994	150	▲
Impreza 22B	98	125,000	100,000	75,000	55,000	1994	154	▲
Impreza WRX P1	00-01	44,000	36,000	20,000	14,000	1994	150	
SVX	91-97	7500	5000	2000	1000	3300	143	
SUNBEAM	Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)							
Talbot 80	48-50	8750	5600	2500	1250	1185	72	
Talbot 80 Coupé	48-50	11,000	8000	4250	2500	1185	72	
Talbot 90 (all Mks)	48-57	10,000	6250	3000	1500	1944	90	
Talbot 90 Coupés	49-57	17,000	12,500	6000	3650	1944	90	
Alpine convertible	53-55	45,000	30,000	17,500	9000	2267	95	▼
Alpine I sports	59-60	17,250	11,250	5500	2400	1494	95	
Alpine II sports	61-63	13,000	9500	4400	1750	1592	101	
Alpine III sports	63-64	16,000	10,500	5250	2200	1592	100	
Alpine IV sports	64-65	12,750	9000	4000	1650	1592	92	
Alpine V sports	65-68	19,500	12,500	6500	2750	1725	100	
Harrington GT	61-63	28,000	19,000	10,000	4500	1592	105	
Tiger I	64-66	52,500	40,000	22,000	15,000	4261	120	▼
Tiger II	67-68	70,000	52,500	31,000	22,000	4727	125	▼
Rapier I-V	55-67	11,500	7500	3500	1500	1725	95	▼
Rapier II-IIIA con	58-63	14,500	10,000	5000	2250	1592	87	▼
Rapier/Alpine	67-76	7250	5000	2200	1000	1725	102	
Rapier H120	68-76	9250	6500	3000	1500	1725	106	
Imp Sport	66-76	7750	5000	2500	1200	875	90	
Stiletto	67-72	8750	6250	2750	1300	875	90	
SUZUKI	SCORE (suzuki-cappuccino.com)							
SC100	79-82	3500	2600	1600	800	970	87	
Cappuccino	92-96	6500	4250	1800	750	657	83	
SWALLOW	TR Register (01235 818866)							
Doretti	54-55	60,000	45,000	26,500	16,500	1991	102	▼
TALBOT	Sunbeam Lotus Owners' Club (01423 734624)							
Sunbeam 1600 Ti	79-81	12,000	7250	3500	1750	1598	107	
Sunbeam-Lotus	79-81	47,500	29,500	15,000	8500	2174	120	
TALBOT-LAGO								
T150 SS 'teardrop'	36-39	4.4m	3.7m	2.9m	2.2m	3996	115	
T26 Record Cabrio	47-50	170,000	140,000	90,000	57,500	4482	108	▼
TOYOTA	Toyota Enthusiasts' Club (020 8898 0740)							
2000GT	67-70	475,000	400,000	330,000	285,000	1988	128	
Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563	106	
Celica ST 1.6/2.0	70-77	22,000	15,000	8000	4000	1588	105	
Celica GT 1.6/2.0	74-77	23,500	16,500	8500	4400	1968	111	
Celica Supra 2.8i	82-85	14,000	10,000	5000	3000	2795	126	

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			Mint	Good	Rough			
Celica GT	85-90	4750	3000	1500	800	1998	130	▲
Celica GT-Four	86-90	8500	6250	3000	1500	1998	135	▲
MR2	84-90	11,500	7250	3000	1400	1587	124	
MR2 Mk2	90-99	9500	6500	2500	850	1998	137	▲
Supra	86-93	11,500	8000	3750	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	25,000	16,500	8000	4000	2997	156	
Sera	90-95	4750	3000	1250	600	1496	120	▲
TRIDENT	Trident Car Club (020 8644 9029)							
Clipper V8	67-78	32,000	22,000	12,000	7000	4727	140	
TRIUMPH	Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)							
Roadster 1800/2000	46-49	24,500	17,500	10,500	5750	2088	77	
1800/2000/Renown	46-54	9500	6750	3200	1600	2088	74	
Mayflower	50-53	5200	3350	1650	750	1247	65	
TR2	53-55	32,500	25,000	12,500	7500	1991	107	▼
TR3/3A 2.0/2.2	55-61	30,000	21,500	11,500	6500	1991	106	
TR4	61-65	29,000	20,000	11,000	6000	2138	109	
TR4A	64-67	31,250	22,000	12,000	6500	2138	110	
TR5 PI	67-68	50,000	39,000	24,500	16,000	2498	121	
TR6 'CP'	69-73	26,000	17,250	9750	5250	2498	119	▼
TR6 'CR'	73-76	22,500	15,000	8750	4500	2498	116	▼
TR7	75-81	6500	4200	1650	750	1998	110	
TR7 convertible	80-81	8000	5500	2400	1000	1998	109	
TR8	78-81	14,000	9000	5000	2500	3528	135	
TR8 convertible	80-81	15,000	10,000	6000	2850	3528	130	
Herald/S saloon	59-64	6250	4600	1900	950	1147	76	
Herald coupé	59-64	7500	5600	2750	1400	948	79	
Herald conv	60-61	9000	6500	2800	1300	948	79	▲
Herald 1200	61-70	5850	4250	1600	750	1147	80	
Herald 1200 conv	61-67	8500	6250	2500	1200	1147	80	▲
Herald 12/50	63-67	6850	4850	1900	950	1147	84	
Herald 13/60	67-71	5750	3750	1500	750	1296	87	
Herald 13/60 conv	67-71	9000	6400	2650	1200	1296	85	▲
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88	
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91	
Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	1998	95	
Vitesse MkI conv	66-68	11,500	7250	3400	1500	1998	95	
Vitesse MkII	68-71	8750	6250	2650	1200	1998	102	
Vitesse MkII conv	68-71	14,000	9500	4000	1750	1998	100	
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94	
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100	
Spitfire MkIV/1500	70-78	9500	6750	2750	1100	1493	101	
GT6 MkI	66-68	23,500	14,500	7000	3000	1998	109	▼
GT6 MkII	68-70	22,000	13,500	6500	2750	1998	109	▼
GT6 MkIII	70-74	19,250	12,000	5250	2250	1998	112	▼
2000 MkI	63-69	8250	6000	3000	1400	1998	98	
2000/2500 MkII	69-77	6750	4750	2250	1000	1998	98	▼
2.5PI/2500TC	68-77	8000	5500	2500	1200	2498	107	
2500S	75-77	11,000	7000	3000	1400	2498	108	
Stag	70-77	22,500	14,500	6000	2000	2997	117	
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86	
1300TC fwd	65-70	7000	4500	1850	800	1296	93	
Dolomite 1850	72-81	7000	4650	1900	900	1854	100	▲
Dolomite Sprint	73-81	17,500	11,750	4200	2000	1998	117	
Acclaim	81-84	2200	1300	650	350	1335	97	
TUCKER	(tuckerclub.org)							
Torpedo	48	1.25m	1.1m	950,000	725,000	5474	120	
TURNER	Turner Register (01895 256799)							
803/950 Sports	55-59	14,000	10,000	5500	2000	948	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	
TVR	TVR Car Club (01952 822126)							
Grantura I-1800S	57-67	32,500	24,000	14,000	8500	VAR	107	
Griffith 200/400	63-65	90,000	70,000	47,500	35,000	4727	155	
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125	
Vixen S1-4	67-73	25,000	18,500	12,500	8000	1599	107	
1600M	72-77	20,000	14,500	8000	5000	1599	105	
2500M	72-77	19,000	14,000	8250	5250	2498	109	
3000M/Taimar	72-79	21,000	15,750	9500	6000	2994	121	
3000S convertible	78-79	26,500	17,500	11,000	7000	2994	119	
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6500	3500	2000	3528	130	
390SE	85-88	10,500	7000	4500	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	13,000	9250	6250	4250	4441	155	
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141	
V8S	91-94	15,000	11,000	8000	6000	3943	150	
Griffith 4.0/4.3	91-93	16,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	21,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152	
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162	
Cerbera 4.2	96-03	22,000	16,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	24,000	20,000	16,000	12,500	4441	195	▼
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184	
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160	
T350	02-06	27,500	22,000	16,500	13,000	3605	175	
Sagaris	04-06	66,000	59,500	50,000	n/a	3996	185	
VANDEN PLAS	VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS							
4-litre Princess	57-68	12,000	8000	3750	1650	3995	89	
3-litre I/II	59-64	12,500	8750	3850	1600	2912	105	
4-litre R	64-68	16,000	10,500	4250	1750	3909	110	
Princess 1100/1300	63-74	7400	4950	2200	1100	1275	87	
1500/1.5/1.7	74-80	6000	4000	1750	800	1748	90	
VAUXHALL	Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)							
Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75	
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82	
Cresta E	54-57	14,000	10,000	4650	2000	2262	84	
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94	
Victor F	57-61	10,000	6500	2500	1200	1507	74	
Victor FB	61-64	6500	4600	2000	950	1594	77	
VX4/90 FB	61-64	7500	5200	2600	1250	1507	88	
Velox/Cresta PB	62-65	7250	5000	2200	950	2651	94	
Victor 101 FC	64-67	5250	3750	1800	900	1594	83	
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89	
Cresta PC/Viscount	65-72	6500	4400	2000	950	3293	99	
Victor FD 1.6/2.0	67-72	4000	2650	1300	650	1975	95	
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98	
Ventora FD	68-72	5750	3750	1750	850	3294	105	
Victor FE 1.8/2.3	72-78	3400	2100	1000	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4500	3000	1500	800	3294	106	
Viva HA	63-66	6000	4500	2200	1050	1057	76	
Viva HB	66-70	6500	4500	2000	1000	1159	82	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5650	3750	1750	800	1256	83	
Firenza/Magnum	72-78	7750	5500	2400	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	32,500	25,000	16,500	10,000	2279	117	▼
Chevette HSR	79-80	62,000	49,500	32,000	22,000	2279	125	▲

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			Mint	Good	Rough			
Astra GTE MkI	83-84	27,500	20,000	10,000	6500	1796	110	▲
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	19,000	13,750	8250	4850	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2198	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	1998	151	
VOLKSWAGEN	VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB							
Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	21,000	14,500	8500	4750	1192	69	▲
Cabrio	54-58	27,000	18,500	11,500	7000	1192	66	▲
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72	
Cabrio	58-67	20,000	14,000	6750	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9250	6250	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	1584	92	
Karmann-Ghia con	58-74	27,500	17,500	8500	4500	1493	87	
Karmann-Ghia T-34	62-69	24,000	15,000	6500	3250	1584	87	
Kombi/Camper	50-67	57,500	37,500	15,000	8250	1493	65	▼
Camper T2 (Bay)	68-71	26,000	15,500	8250	3750	1584	79	▼
Camper T2 (Bay)	72-79	23,500	13,500	6500	2750	1970	79	▼
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	13,000	8500	3950	1800	1470	114	
Scirocco MkII	82-92	6750	4750	2250	1100	1781	130	
Golf GTI MkI	75-84	25,000	16,750	7000	2750	1781	116	
Golf GTI MkII	84-91	22,000	15,000	6250	2000	1781	123	
Golf convertible	80-93	14,000	10,00	4000	1600	1781	116	▲
Golf GTI MkIII	92-97	6900	4600	2500	900	1984	134	
Golf MkIII VR6	92-97	7250	5000	2650	1200	2792	138	
Polo G40	91-94	6750	5000	2500	1250	1272	119	
Corrado	90-95	5500	3750	1650	800	1781	132	
Corrado G60	90-92	11,500	8000	3500	1400	1781	140	
Corrado VR6	92-95	15,000	10,750	4500	1650	2861	146	
VOLVO	Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)							
PV544 1.6/1.8	59-65	16,000	11,500	5750	2650	1778	95	
121/122/122S 4dr sal	55-67	12,000	8250	2500	900	1778	95	
131/132 2dr sal	61-70	12,500	8500	3250	1250	1778	96	
123GT 2dr sal	67-68	19,000	13,000	6000	3000	1778	108	▼
P1800	61-72	32,500	24,000	11,000	4500	1778	105	▼
P1800ES	71-73	27,500	20,000	10,000	4000	1986	111	▼
144/164 sal/est	67-74	9500	6400	2850	1300	2979	115	
244/264 sal/est	74-79	8250	6000	2650	1250	2127	106	
262C coupé	78-81	12,500	8500	4000	1600	2849	109	
240 sal/est	79-93	8500	5600	2500	950	2316	111	
480	85-95	3000	2000	1000	500	1721	112	
480 Turbo	88-95	4000	2750	1250	650	1721	123	
740/760 Turbo	86-92	6750	4750	2200	1000	2316	125	
940 Turbo sal/est	90-96	6000	4000	1850	850	2316	127	
T-5R/850R	95-97	15,000	11,000	5000	2250	2319	155	
V70R	97-00	9500	6750	3000	1500	2319	153	
WOLSELEY	Wolseley Register (0161 368 2388, wolseleyworld.com)							
6/80	48-55	10,500	6750	3000	1500	2215	81	
4/44 & 15/50	52-58	12,000	9000	4000	2000	1489	78	
6/90 SI-III	54-59	9500	6250	3000	1500	2639	96	▼
1500	57-65	8500	6250	2750	1200	1489	77	▼
15/60, 16/60	59-71	10,250	6900	3000	1300	1622	78	▼
6/99, 6/110 SI/II	59-68	12,000	8500	4000	1650	2912	98	▼
Hornet SI-III	61-69	8000	6200	2850	1400	998	77	
1100/1300	65-73	6500	4250	2000	1000	1098	84	
18/85, Six	67-75	8000	5000	2200	1000	2227	104	

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"CHEAP AND NASTY
CHEAP AND CHEERY"

'The prices of so-called cheap cars have soared'

A combination of oil crisis, inflation and recession forced *CAR* to assess the cheaper end of the market with fresh eyes in December 1975

car
AND 20 OTHER ECONOMY CARS TO HELP YOU THROUGH 1976

Remember the good old days when you could still buy a British car, complete with four wheels, for less than £1000?' asked Phil Llewellyn in *CAR* magazine's December 1975 issue. Spiralling inflation had seen the cost of a Hillman Imp jump from less than £1000 to £1600 in the space of a year. And while wages had risen in response, it wasn't enough to cushion the blow. The humble Mini 850's cost had doubled, and the price commanded by a Ford Cortina 2000E would have bought a Jaguar E-type five years earlier.

It called for a focus on cheap motoring. Even December 1975's cover star, the new Porsche 924, called the 911's value into question with its £4200 price tag. But Llewellyn looked at the cars still available to buy new priced at less than £1500, applying more nuance than *The Good, The Bad & The Ugly* to cars which usually resided in its negative columns.

It's surprising though to see some old favourites in Llewellyn's 'Cheap and Nasty' section. 'Jarring ride, crude controls, noisy, horrid seats – like stepping back 15 years,' he said of the Mini. The Imp was similarly old-fashioned, though admittedly still fun and practical. Llewellyn savaged the Eastern Bloc Wartburg, Skoda S100 and Moskvitch 412, regarding them as 'an alternative to a spell in Siberia,' summing up, 'I would rather walk.'

This makes the first 'Cheap and Cheery' recommendation a surprise. He praised the Lada 1200's ruggedness, finish, and pleasant handling, calling it, 'super cheap but doesn't look or feel like it.' The Honda Civic seemed to have stepped into the aged Mini's shoes – at the same price – with 'round-town nippiness, precise handling, and good room for its size.' Llewellyn only grudgingly recommends the Ford Escort because of its 'tremendous DIY appeal,' but, 'feeble performance detracts.'

CAR's Cheap and Cheery winners were French. Llewellyn said the Citroën's 2CV and Dyane 'last forever' with 'good ride and comfort, paltry thirst, versatile, and cheap parts,' although noise and dent-prone thin metal counted against them. But the cheap car Llewellyn really struggled to find anything negative to say about was the £1327 Renault 4. 'Appealing and highly practical multi-role workhorse; good ride, and few points worth worrying about,' he praised, adding it was sensible, and lots of fun.

The world thought so too. Renault sold eight million. Although on the next page of *CAR*, spy photographers had spotted a real cheap-car gamechanger for 1976, the Ford Fiesta.

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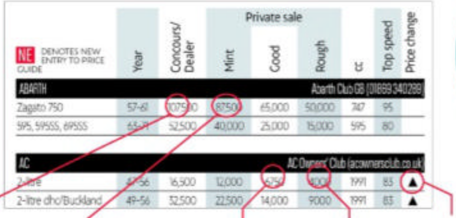
Price Guide

Our quarterly guide brings you freshly updated prices for 1400-plus classics

WHAT'S IT WORTH?

Whether you're buying or selling, our guide illustrates how the market is treating that model. We consult specialists, clubs and dealers, and scour auction results to ensure our guide is as accurate as possible. But an individual car's value can only be assessed in person. Cars with exceptional mileage, history, unrestored originality or fresh restorations can be worth disproportionately more. On 'bluechip' models our price spreads reflect the importance of provenance and history over condition.

USING THE GUIDE



Concours/ Dealer
If you can afford it, do it. This is what to pay for a top-notch example; also a good guide to concours value

Mint
Shiny and bright, but not concours condition. Any defects should be small. You'll get a fine example for this money

Usable
Tidy and ready to use, but needing cosmetic attention. You'll have to spend more money if you want it looking really smart

Rough
In reality a project car in need of much care and expense, even though it may still run and drive

Price change
At-a-glance indicator showing the market trend of the latest updates

NEED TO SEE PRICES EVERY MONTH?
Our price guide is in every issue of our digital edition. Subscribe on p92

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
ABARTH Abarth Club GB (01869 340289)								
Zagato 750	57-61	92,500	62,500	47,500	37,500	747	95	
595, 595SS, 695SS	63-71	50,000	40,000	25,000	14,500	595	80	
AC AC Owners' Club (acownersclub.co.uk)								
2-litre	47-56	16,500	12,000	6750	4000	1991	83	
2-litre dhc/Buckland	49-56	32,500	22,500	12,500	7500	1991	83	
Ace (AC engine)	54-63	265,000	200,000	150,000	100,000	1991	102	
Ace-Bristol/-Ford	56-63	290,000	230,000	170,000	110,000	1971	118	
Aceca-AC	54-63	115,000	88,000	66,500	46,500	1991	104	
Aceca-Bristol	56-63	150,000	110,000	77,500	50,000	1971	128	
Greyhound	59-63	74,000	56,000	36,000	21,000	1971	107	
Cobra MkI/MkII/289	62-69	950,000	750,000	575,000	475,000	4727	138	
Cobra 427	65-67	1.1m	900,000	700,000	575,000	6998	145	
428 cpe	67-73	160,000	120,000	80,000	55,000	7014	143	
428 con	67-73	200,000	150,000	100,000	70,000	7014	143	
3000 ME	79-84	22,500	15,000	8500	5000	2994	125	
Cobra MkIV	83-92	110,000	90,000	65,000	45,000	4942	134	
Ace Brooklands	93-00	26,500	21,500	16,000	8500	4942	140	
ALFA ROMEO Alfa Romeo Owners' Club (01787 249285)								
6C 1750 GS Zagato	30-33	1.8m	1.3m	1.1m	950,000	1754	95	
6C 2300 Touring	33-37	950,000	750,000	600,000	400,000	2309	94	▼
1900C Sprint	51-55	190,000	145,000	100,000	65,000	1884	112	
1900C Super Sprint	55-58	220,000	170,000	112,500	72,500	1975	112	
Giulietta berlina	55-62	18,000	13,000	6750	3500	1290	90	
Giulietta ti	57-64	24,000	17,500	8250	4000	1290	103	
Giulietta/Giulia Sprint	55-64	56,500	42,000	25,000	15,000	1290	110	
Giulietta/Giulia Spider	55-65	72,500	50,000	30,000	17,500	1570	108	
Giulietta, Giulia SS	57-66	90,000	65,000	48,000	32,000	1570	120	
2000/2600 Spider	58-65	100,000	75,000	46,500	22,500	2584	124	
2600 Sprint	62-66	36,500	26,500	16,000	8000	2584	125	
SZ-1	60-62	400,000	300,000	240,000	180,000	1290	120	▼
TZ-1	63-65	925,000	800,000	650,000	400,000	1570	124	▼
Giulia Ti/Super	62-74	25,000	18,000	8500	4250	1570	105	
1750/2000 Berlina	68-76	16,000	11,000	5000	2000	1962	115	
Giulia Sprint GT/Vel.	63-68	38,000	28,000	18,500	10,000	1570	112	
Giulia GTA 1300/1600	65-71	260,000	205,000	160,000	110,000	1570	115	
GT Junior	66-77	33,000	24,500	13,000	6000	1570	115	
1750GTV	67-72	44,000	33,000	16,000	7500	1962	118	
2000GTV	71-77	40,000	30,000	15,000	6500	1962	118	
1300/1600 Junior Z	70-75	46,000	36,000	20,000	11,000	1290	110	
Duetto/1750 r,tail	66-69	50,000	37,500	24,000	12,000	1570	113	
Spider S2	69-82	25,000	17,000	8000	3000	1962	119	
Spider S3	82-89	13,000	8250	3600	1650	1962	114	
Spider S4	89-93	15,250	10,500	5000	2400	1962	114	
Montreal	70-77	67,500	47,500	30,000	20,000	2593	132	
Alfasud/Alfasud Ti	72-83	10,000	7000	3000	1100	1286	103	
Alfasud Sprint	76-90	12,000	8750	3750	1350	1490	104	
GTV 2000	76-87	17,000	11,500	5250	2000	1962	118	
GTV6	81-87	24,000	15,500	7000	2850	2492	130	
75 sal	86-92	10,750	7750	3000	1400	2959	135	
164 2.0 TS	88-98	6750	4750	2000	900	1962	130	
164 3.0 V6	88-98	9250	5750	2500	1200	2959	147	
SZ/RZ	89-94	75,000	52,500	36,500	24,000	2959	153	
155	92-97	6500	4000	2000	1000	2498	140	
Spider 2.0 TS	96-02	5400	3500	1500	600	1970	131	
GTV 2.0 TS	96-02	4350	2250	1000	400	1970	134	
GTV 3.0 V6	98-02	6500	4000	1600	650	2959	148	
GTV V6 Cup	01-02	15,000	11,000	5500	2750	2959	148	
166	98-07	5950	3950	1750	750	2959	144	
147 GTA	03-04	15,000	10,000	6500	4000	3179	50	
ALLARD								
K1	46-50	80,000	60,000	36,000	25,000	3622	100	
K2	50-53	90,000	72,500	54,000	35,000	3917	102	
K3	52-54	100,000	80,000	60,000	42,000	4375	96	
L/M	46-53	47,500	32,500	20,000	13,500	3622	86	
P	49-52	43,000	30,000	17,000	10,000	3622	90	
J2/J2X	50-54	290,000	205,000	135,000	90,000	4375	130	
ALPINE-RENAULT Club Alpine-Renault (clubalpinerenault.org.uk)								
A110	65-77	80,000	60,000	37,500	27,500	1565	115	
A310 1600	74-77	30,000	21,000	15,000	9500	1605	130	
A310 V6	77-86	34,000	24,000	16,500	10,500	2664	137	
GTA	85-91	16,000	12,000	6500	2750	2849	139	
GTA Turbo	85-91	18,500	14,000	8000	3400	2458	149	
ALVIS Alvis Owner Club (alvisoc.org); Alvis Register (alvisregister.co.uk)								
Speed 20 Tourer	32-36	115,000	90,000	65,000	48,000	2762	90	▼
Speed 25 Tourer	37-40	150,000	115,000	80,000	60,000	3571	85	▼
4.3 Litre Tourer	37-39	140,000	110,000	77,500	57,500	4387	100	▼
TA14	46-50	16,000	11,000	6000	3250	1892	72	
TA14 convertible	46-50	32,000	24,000	13,500	6750	1892	72	
TA21/TC21	50-54	20,000	15,000	9500	4750	2993	95	
TA21/TC21 con	50-53	52,000	30,000	16,500	10,000	2993	95	
TC21/100	53-55	30,000	20,000	11,500	5750	2993	100	
TC21/100 con	53-55	56,000	36,000	18,500	12,000	2993	100	
TD21	56-63	30,500	22,500	12,500	6500	2993	104	
TD21 convertible	56-63	76,000	52,000	30,000	17,000	2993	102	
TE/TF21	63-67	39,000	28,000	17,000	10,000	2993	110	
TE/TF convertible	63-67	90,000	65,000	42,000	25,000	2993	107	
AMPHICAR IAOC (amphicar.com)								
770	61-65	65,000	45,000	26,500	16,000	1147	70	
ARMSTRONG SIDDELEY Armstrong Siddeley Owners' Club (01225 723809)								
Lancaster	46-52	12,500	8500	4400	2200	1991	70	
Hurricane dhc	46-53	20,000	13,000	8000	5000	1991	70	
Typhoon coupé	46-50	15,000	10,000	6250	3750	1991	70	
Whitley	50-53	14,500	9500	4750	2500	2309	85	
Sapphire	53-59	16,400	12,750	6250	3250	3435	100	
Star Sapphire	58-60	20,250	15,500	8000	3500	3990	104	▲
ASTON MARTIN Aston Martin Owners' Club (01865 400400)								
DB2	50-53	200,000	150,000	100,000	57,500	2580	110	
DB2 con	51-53	315,000	250,000	170,000	105,000	2580	109	
DB2/4 MkI/II	53-57	170,000	120,000	80,000	49,000	2580	120	
DB2/4 con	53-57	280,000	210,000	155,000	97,500	2580	120	
DB3S	53-56	5.1m	4.75m	4.25m	3.8m	2922	145	
DB MkIII	57-59	200,000	145,000	100,000	55,000	2922	120	
DB MkIII con	57-59	310,000	250,000	180,000	135,000	2922	120	
DB4	58-63	390,000	320,000	240,000	175,000	3670	141	
DB4 Vantage	61-63	450,000	375,000	310,000	240,000	3670	149	
DB4 con	61-63	700,000	600,000	500,000	425,000	3670	140	
DB4 GT	60-63	1.8m	1.65m	1.4m	1.1m	3670	155	
DB4 GT Zagato	60-63	7.75m	7.25m	6.6m	6.25m	3670	154	
DB5	63-65	625,000	525,000	375,000	275,000	3995	143	
DB5 con	63-66	1.2m	1m	650,000	490,000	3995	141	
DB6	65-70	240,000	190,000	140,000	100,000	3995	140	▼
DB6 Vantage	66-69	300,000	240,000	175,000	130,000	3995	148	▼
DB6 Volante	66-70	600,000	525,000	395,000	315,000	3995	145	▼
DBS 6/V8	67-72	110,000	75,000	44,000	22,500	5340	162	
DBS 6 Vantage	72-73	112,500	85,000	54,000	34,000	3995	149	▼
V8	72-90	95,000	70,000	45,000	26,500	5340	147	
V8 Vantage	77-89	250,000	200,000	150,000	95,000	5340	168	
V8 Volante	78-90	175,000	130,000	82,500	47,500	5340	130	
V8 Vantage Volante	86-89	240,000	190,000	125,000	70,000	5340	162	
Zagato	86-87	225,000	175,000	120,000	80,000	5340	180	
Virage	89-96	47,500	35,000	19,500	10,000	5340	158	
Virage Volante	92-96	65,000	44,000	31,500	22,000	5340	157	
V8 Vantage	93-00	180,000	145,000	110,000	70,000	5340	186	
V8 Coupé	96-99	62,500	50,000	34,000	25,000	5340	155	
Vantage V600	98-00	230,000	185,000	140,000	90,000	5340	200	
DB7	94-99	22,500	17,500	11,250	6750	3239	157	
DB7 Volante	96-99	27,000	21,500	15,000	10,000	3239	155	
DB7 Vantage	99-03	25,000	19,750	13,000	7250	5935	185	
DB7 Vantage Volante	99-03	28,000	22,000	16,000	10,500	5935	165	
DB7 GT/GTA	02-03	40,000	30,000	22,000	16,500	5935	185	
DB7 Zagato	03	220,000	175,000	130,000	n/a	5935	190	
Vanquish	01-04	44,000	37,500	32,000	26,500	5935	190	
DB9	04-08	32,000	26,000	17,500	11,250	5935	186	
V8 Vantage 4.3	05-08	29,500	24,000	17,500	13,250	4280	175	
AUDI Audi Owners' Club (audiownersclub.com)								
100 1.8/1.9 sal	68-76	8000	5750	2750	1250	1871	109	
100S Coupé	69-76	19,500	15,000	7500	3750	1871	112	
Quattro turbo	80-89	50,000	36,500	22,000	12,000	2144	135	
Quattro 20V	89-91	80,000	60,000	37,500	22,000	2226	142	
Quattro Sport	84-85	420,000	330,000	250,000	n/a	2133	154	▲
Coupé Quattro	84-88	14,500	10,750	5000	2000	2226	125	
RS2 Avant	94-95	60,000	45,000	33,000	20,000	2226	162	
Quattro S2	90-96	19,500	13,500	7000	3600	2226	147	
TT	98-06	6250	4400	1500	550	1781	145	
S3 Quattro	99-03	7000	5200	2500	1300	1781	148	
S4 Quattro	98-02	8000	6000	3500	2500	2771	153	
AUSTIN pwa7c.co.uk; austincounties.org.uk; britishminiclub.co.uk								
Seven saloon	30-34	10,000	8000	4500	2200	747	50	
Seven Chummy	25-34	20,000	16,000	9500	5200	747	50	
Seven 65/Nippy	33-37	25,000	18,500	10,500	6750	747	60	
Seven Ruby saloon	34-39	9000	7000	3900	1900	747	53	
A40 Devon/Dorset	47-52	8000	5400	2400	1200	1200	76	
A90 Atlantic con	49-50	27,000	17,000	10,500	5500	2660	92	
A90 Atlantic coupé	50-52	18,000	13,000	8000	3850	2660	92	
A40 Sports	50-53	17,500	12,500	6750	4000	1200	80	
A40 Somerset	52-54	6500	4400	2000	1000	1200	72	
Metropolitan	54-61	16,000	11,000	5500	2500	1489	78	
A30/A35	51-59	8000	5500	2400	1000	948	75	
A40, A50, A55	53-59	7000	4850	2250	1100	1200	70	
A55/A60 Cambridge	59-69	8000	5500	2400	1100	1622	78	
A90, A95, A105	54-59	10,000	7250	3000	1400	2639	91	
A40 Farina	58-67	7750	5500	2200	800	1098	82	
A99/A110	59-68	10,500	7250	3300	1400	2912	102	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
1100/1300	63-74	5000	3250	1400	700	1098	85	
1300GT	69-74	9500	6750	3000	1400	1275	96	
3-litre	68-71	9500	6500	3000	1600	2912	106	
1800/2200	64-75	7500	4500	2000	900	1798	96	
Maxi	69-79	5500	3700	1600	750	1748	101	
Allegro 1100-1500	73-82	3500	2600	1250	550	1275	87	
Allegro 1750/Sport TC	73-75	4500	3400	1750	850	1748	104	
Seven/Mini MkI	59	25,000	20,000	15,000	12,000	848	71	
Mini MkI	60-67	16,500	12,000	6000	3400	848	71	
Mini MkII	67-69	12,000	8500	4250	1950	998	79	
Mini MkIII-V	70-90	8750	6500	3500	1400	998	82	
Mini Cooper 997/998	61-69	27,500	19,500	11,000	6000	998	90	
Mini Cooper 1071S	63-64	39,500	30,000	20,000	14,000	1071	95	
Mini Cooper 970S	64-65	42,500	32,000	21,000	14,500	970	82	
Mini Cooper 1275S	64-67	39,000	29,500	19,500	13,500	1275	96	
Mini C'r 1275S MkII/III	67-71	33,000	23,500	14,500	9500	1275	96	
Mini Moke	64-85	23,000	15,000	7750	4250	998	70	
Mini 1275GT	69-80	19,000	13,500	6250	2650	1275	89	
Mini Clubman	70-80	8000	5500	2750	1400	1098	82	▲
AUSTIN-HEALEY Austin-Healey Club (austin-healeyclub.com)								
100 BN1/2	53-56	60,000	42,000	27,000	18,500	2660	103	
100M	55-56	100,000	85,000	56,000	40,000	2660	109	
100S	55	535,000	460,000	385,000	330,000	2660	119	
100/6 BN4/6	56-59	52,500	36,500	21,000	13,000	2639	105	
3000 MkI	59-61	52,000	37,500	23,000	13,500	2912	112	
3000 MkII	61-64	60,000	40,000	26,000	17,000	2912	117	
3000 MkIII	64-68	63,000	42,000	27,500	18,000	2912	121	
'Frogeye' Sprite MkI	58-61	18,000	12,000	7250	4000	948	82	
Sprite MkII	61-64	13,250	9000	4250	1900	998	86	
Sprite MkIII	64-66	12,250	8000	3750	1650	1098	90	
Sprite MkIV	66-71	12,000	8000	3500	1350	1275	96	
AUTOBIANCHI (autobianchiregister.com)								
Bianchina Trans/Cab	57-68	25,000	19,500	13,500	7250	499	68	
BENTLEY Bentley Drivers' Club (01295 738886)								
3-litre Tourer	22-25	350,000	240,000	160,000	100,000	2996	80	
4.5-litre Tourer	27-31	800,000	600,000	400,000	300,000	4398	92	
6.5 Litre Speed Six	28-30	1,9m	1.6m	1.3m	1.1m	6597	86	
4.5 Litre 'Blower'	29-31	11.25m	7.85m	4.6m	2.75m	4398	98	
8 Litre	29-31	1.3m	975,000	675,000	475,000	7982	101	
Derby 3.5 Park Ward	33-37	105,000	72,500	39,500	19,000	3669	91	
Derby 3.5 coachbuilt	33-37	185,000	127,500	60,000	32,500	3669	91	
Derby 4.25 PW	36-39	115,000	80,000	42,000	22,000	4257	96	
Derby 4.25 coachbuilt	36-39	210,000	140,000	65,000	35,000	4257	96	
MkVI 4.3/4.6-litre	46-52	37,500	26,500	13,000	6000	4566	100	
MkVI con	51-52	105,000	82,500	42,500	26,500	4566	100	
R-type saloon	52-55	42,500	29,500	16,500	8000	4566	106	
Coachbuilt con	52-55	145,000	110,000	60,000	30,000	4566	106	
R-type Continental	52-55	700,000	560,000	440,000	300,000	4566	115	
S1 saloon	55-59	37,500	26,500	14,000	6750	4887	101	
S1 Cont Mulliner	55-59	365,000	260,000	175,000	135,000	4887	115	
S1 Cont PW coupé	55-59	275,000	195,000	130,000	100,000	4887	114	
S1 Cont P Ward con	55-59	575,000	390,000	265,000	195,000	4887	114	
S2 saloon	59-62	45,000	30,000	15,000	7000	4887	101	
S2 Cont Mulliner	59-62	250,000	175,000	105,000	70,000	6230	115	
S2 Park Ward con	59-62	315,000	210,000	125,000	72,500	6230	115	
S2 Flying Spur 4dr	59-62	167,500	130,000	67,500	48,500	6230	120	
S3 saloon	62-65	52,500	36,000	19,000	9000	6230	116	
S3 MPW 2dr coupé	62-65	210,000	160,000	72,500	45,000	6230	120	
S3 MPW con	62-65	250,000	170,000	110,000	65,000	6230	116	
S3 Flying Spur 4dr	62-65	170,000	120,000	73,500	48,500	6230	118	
T1 saloon	65-76	20,000	14,250	6500	2500	6750	120	
T2 saloon	77-80	18,000	13,500	6000	2250	6750	120	
MPW/Corniche cpé	66-80	50,000	35,000	18,000	9000	6750	120	
MPW/Corniche conv	67-85	70,000	48,500	27,000	16.500	6750	118	
Mulsanne/Eight	80-92	13,000	10,000	4750	2000	6750	119	
Mulsanne Turbo	82-86	14,000	10,500	5000	2250	6750	135	
Turbo R/RL	85-97	16,000	11,500	5500	2200	6750	135	
Turbo RT	95-97	22,000	15,500	10,000	5000	6750	152	
Continental con	84-94	72,500	55,000	36,000	22,000	6750	140	
Continental R	91-02	38,500	32,500	22,500	17,000	6750	151	
Continental T	96-02	62,500	52,500	36,000	29,000	6750	175	
Brooklands	92-98	15,750	11,200	7500	4400	6750	140	
Azure	95-03	55,000	44,000	36,000	27,000	6750	150	
BERKELEY Berkeley Enthusiasts' Club (berkeleycarclub.com)								
Sports SA322/SE328	56-58	9000	6250	3650	2400	328	65	
Sports SE492	58-59	12,000	7000	3750	2500	492	80	
B95/B105	59-61	12,500	7250	4000	2600	692	90	▼
T60 3-wheeler	59-61	8250	5500	3400	2000	328	60	▼
BIZZARRINI (isobizclub.com)								
5300GT Strada	65-69	850,000	625,000	495,000	350,000	5354	165	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
BMW BMW Car Club (01970 267989)								
328	36-39	650,000	510,000	420,000	325,000	1971	100	
503 coupé	56-59	175,000	130,000	85,000	60,000	3168	115	
507	56-59	2.2m	1.8m	1.5m	1.3m	3168	135	
Isetta 250/300	55-65	20,000	14,000	9000	5750	298	60	
600	58-59	30,000	23,000	16,500	10,000	585	65	
2000/ti lux/tii	66-72	15,000	11,000	5000	2400	1990	105	
1600/1602/1502	66-77	17,500	12,500	5500	2500	1573	100	
2002/Touring	68-75	20,000	15,000	7000	3000	1990	112	▲
2002 cabrio/targa	71-74	36,000	24,000	15,000	6400	1990	110	
2002tii	71-75	37,500	26,000	14,000	6250	1990	120	
2002 turbo	73-74	110,000	87,500	55,000	36,500	1990	130	
2800CS/CSA	69-71	24,000	16,500	9000	4500	2788	120	
2500/2800/3.0/3.3	69-77	14,000	9250	4250	2000	2494	110	
3.0CS/CSi	71-75	57,500	37,500	20,000	12,500	2985	130	
3.0CSL	72-75	145,000	105,000	70,000	45,000	3003	134	
3.0CSL 'Batmobile'	72-75	300,000	210,000	160,000	100,000	3153	138	
633/628CSi	76-87	18,500	11,000	5000	2000	3210	132	
635CSi	78-89	26,000	17,000	8000	3500	3453	140	
M635CSi	85-89	44,000	32,500	16,500	7500	3453	158	
M1	79-80	440,000	340,000	275,000	200,000	3453	162	
3 Series (E21)	75-83	11,500	9000	4000	1650	1990	120	
323i (E21)	77-82	15,000	10,500	5000	2000	2315	126	
320/325 Baur cabrio	81-85	14,000	10,000	4500	2000	2495	135	
5 Series (E12)	75-81	11,750	8250	4000	1900	2788	133	
M535i (E12)	80-81	27,500	20,000	11,000	5250	3453	139	
5 Series (E28)	81-87	11,250	8000	3850	1850	2788	146	
M535i (E28)	85-87	21,000	14,000	7000	3500	3453	152	
M5 (E28)	85-88	52,500	36,500	21,000	12,000	3420	152	
5 Series (E34)	88-95	7500	5250	2500	1250	3982	149	
M5 (E34)	88-95	30,000	20,500	10,000	5000	3535	155	
M5 (E39)	98-04	28,000	19,000	10,000	5750	4941	155	
3 Series sal (E30)	82-91	10,750	7000	3000	1250	1990	123	▲
325i sal (E30)	85-91	15,000	11,000	5000	2000	2494	130	▲
325i Sport (E30)	89-91	26,000	20,000	12,000	6500	2494	133	
3 Series (E30) conv	86-93	16,000	11,000	5000	1750	2494	130	
M3 (E30)	86-90	72,500	52,500	37,500	27,500	2302	143	
M3 Evo II (E30)	88	89,000	72,500	52,500	40,000	2302	143	
Z1	86-91	42,000	32,000	18,000	11,000	2494	140	
840/850 coupé	90-99	20,000	13,000	5250	2500	4941	155	
850CSi	92-96	60,000	45,000	35,000	25,000	5576	155	▲
M3/Evo (E36)	92-99	23,000	17,000	9000	5250	3201	155	
Z3 4-cyl	96-01	3750	2600	1250	525	1895	127	
Z3 6-cyl	96-02	6250	4250	1900	975	2793	139	
Z3M Roadster	98-02	19,000	14,500	9250	6400	3201	155	
Z3M Coupe	98-02	33,000	24,000	16,500	9500	3201	159	
Z8	00-03	160,000	135,000	110,000	85,000	4941	155	
M3 (E46)	01-06	32,000	22,000	12,000	6000	3246	155	
M3 CSL (E46)	03-05	72,500	52,500	32,500	21,000	3246	155	
Z4M	06-08	17,250	15,000	12,250	10,000	3246	155	
BOND Bond Owners' Club (bondownersclub.co.uk)								
Minicar MkA-G	48-65	6250	4750	2250	1000	250	55	
GT2+2/4S	63-70	7000	4850	2200	1100	1147	83	
Equipe GT	67-70	7750	5400	2000	1000	1998	100	
Bug	70-74	14,000	9000	5000	2500	701	75	
BORGWARD Borgward Drivers' Club (07788 973884)								
Isabella TS	54-61	12,500	8000	4250	2000	1493	93	
Isabella coupé	55-61	26,500	17,500	10,500	5250	1493	98	
BRISTOL Bristol Owners' Club (boc.net); Owners & Drivers Assn (bristoloda.org)								
400	47-50	70,000	46,000	25,000	16,000	1971	92	
401, 403	49-55	60,000	45,000	24,500	15,000	1971	94	
Arnolt-Bristol	54-61	260,000	220,000	165,000	110,000	1971	109	
404	54-55	72,500	52,500	35,000	22,000	1971	110	
405 saloon	54-56	50,000	32,500	19,500	9000	1971	94	
405 con	55	147,500	107,500	55,000	36,000	1971	100	
406	58-61	45,000	31,000	16,000	9000	2216	104	
407, 408, 409	62-69	47,500	34,000	17,500	9250	5130	122	
410, 411	69-76	56,000	39,000	20,000	10,500	5900	140	
412, Beaufighter	76-93	38,500	28,000	16,500	10,000	5900	150	
603, Britannia,Brig.	76-94	36,500	25,750	16,000	8250	5900	150	
BUGATTI Bugatti Owners' Club (01242 673136)								
Type 57 Galibier sal	34-39	300,000	225,000	175,000	125,000	3257	95	
Type 57 Ventoux 2dr	34-39	550,000	350,000	260,000	165,000	3257	95	
Type 57 Stelvio con	34-39	575,000	375,000	275,000	180,000	3257	96	▼
Type 57 Atalante cpe	35-38	2m	1.4m	1m	650,000	3257	100	
Type 57S Atalante cpe	36-38	6.2m	5.75m	5.1m	4.5m	3257	115	
EB110	92-95	1.1m	875,000	675,000	500,000	3499	209	
Veyron	05-11	1.4m	1.1m	900,000	795,000	7993	253	
CATERHAM Lotus Seven Club (lotus7.club)								
Seven (sp)	73-91	18,500	13,000	8000	5250	1599	110	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
CHEVROLET Classic Corvette Club UK (corvetteclub.org.uk)								
Corvette roadster	53	160,000	120,000	80,000	60,000	3800	107	
Corvette roadster	54	77,500	55,000	35,000	26,000	3800	107	
Corvette	55-57	72,500	50,000	32,500	22,500	4343	119	
Corvette	58-60	82,500	62,500	35,000	25,000	4639	130	
Corvette	61-62	72,500	55,000	32,000	22,000	5359	132	
Corvette S-W coupe	63	95,000	72,500	40,000	30,000	5359	142	
Corvette Sting Ray	63-67	75,000	50,000	27,500	20,000	5359	142	▲
Camaro cpe/conv.	67-69	30,000	21,000	10,000	5000	5735	130	
Corvette Stingray	68-72	35,000	26,000	15,000	6500	6997	151	
Corvette Stingray	73-77	27,000	17,000	9000	4500	5737	125	▼
Corvette	77-82	17,500	12,500	7250	4000	5733	125	
Corvette C4	84-96	12,000	9000	4500	2200	5733	145	
Corvette ZR1	90-95	19,000	15,500	12,500	9500	5727	180	
Corvette C5	96-04	16,500	12,000	10,000	8000	5666	175	
CISITALIA (cisitalia.net)								
202 coupe	47-54	300,000	170,000	125,000	80,000	1089	105	
CITROËN Citroën Car Club (citroencarclub.org.uk)								
Light 15/Big 15	35-55	16,500	11,000	6000	3250	1911	72	
2CV 'ripple'	48-60	15,000	11,000	5500	2500	425	49	
2CV	60-90	10,000	7000	2850	1250	602	71	
Ami	61-78	7500	5250	2200	1100	602	75	
Dyane	68-85	6500	4500	2000	1000	602	78	
DS19/ID19	56-68	22,500	16,000	7000	2750	1911	88	
Safari estate	59-75	26,500	18,500	8250	3000	1911	88	
DS décapotable	63-78	187,500	140,000	100,000	65,000	2175	100	
DS20/21/23	68-75	27,500	19,000	9000	3500	2347	109	
DS21/23 EFi	70-75	35,000	24,000	12,000	5500	2347	120	
SM V6	70-75	57,500	42,000	22,000	12,500	2670	135	
GS/GSA	70-85	4750	3250	1500	750	1220	100	
CX	74-89	8500	5500	2200	900	2165	115	
CX Prestige	77-89	11,000	6750	2900	1250	2347	116	
CX GTi/GTi turbo	77-89	14,500	10,000	4400	1750	2347	137	
BX GTI 16V	87-93	9000	6750	3000	1500	1905	130	
CLAN Clan Owners' Club (01295 255539)								
Crusader coupé	71-74	7250	5000	2500	1100	875	102	
DAF DAF Owners' Club (dafownersclub.co.uk)								
55 Marathon coupé	68-72	3500	2250	950	500	1108	83	
DAIMLER Daimler & Lanchester Owners' Club (01787 247436)								
DB18/Consort	39-53	10,000	7000	3500	1650	2522	76	
DB18 con	39-50	26,000	18,500	9500	5000	2522	76	
DB18 Sports Special	49-53	37,000	28,000	15,000	7500	2522	80	
Conquest/Century	53-58	8750	6000	2500	1250	2433	90	
Conquest Rdstr/DHC	54-57	36,000	25,000	15,000	9000	2433	100	
104/Majestic	56-62	9000	6500	3000	1500	3794	100	
Majestic Major	60-68	22,500	15,000	7000	3000	4561	119	
SP250 sports	59-64	40,000	25,000	17,000	11,000	2548	123	
2½-litre/V8 250	62-69	20,000	14,500	5750	2200	2548	112	
Sovereign (420)	66-69	15,500	10,250	4650	1850	4235	117	
Sovereign (XJ6) SI	69-73	16,250	10,750	4250	1350	4235	120	
Double-Six SI	72-73	16,250	10,750	4750	2000	5343	140	
4.2 coupé	75-78	23,000	14,000	6750	3500	4235	120	
Double-Six Coupé	75-77	32,000	16,000	8000	4000	5343	140	
Sovereign SII/III	73-86	9000	6000	1850	750	4235	126	
Double-Six SII/III	74-92	14,000	9200	4000	1500	5343	150	
DATSUN Z Club (zclub.net)								
240Z	69-74	36,000	27,500	15,000	8500	2393	125	
260Z	74-79	27,500	20,000	10,500	6500	2565	127	
280ZX/2+2	78-83	16,000	11,0000	5250	2400	2753	111	
240K Skyline	73-81	20,000	15,000	8000	4250	2392	112	
DELAHAYE The Delahaye Club (clubdelahaye.com)								
135M/MS Coupé	35-39	325,000	225,000	100,000	45,000	3557	n/a	
135M/MS Cabriolet	35-39	450,000	325,000	155,000	85,000	3557	n/a	
135M/MS Coupé	46-53	145,000	100,000	60,000	32,500	3557	n/a	
135M/MS Cabriolet	46-53	225,000	165,000	110,000	62,500	3557	n/a	
235 Chapron coupé	51-54	110,000	75,000	45,000	25,000	3557	120	
DELLOW Dellow Register (dellowregister.co.uk)								
Mark I-V sport-trials	49-57	20,000	15,000	9000	4000	1172	65	
DELOREAN DeLorean Owners' Club UK (07915 673889, deloreans.co.uk)								
DMC-12 coupé	81-82	50,000	40,000	24,000	15,000	2849	109	
DE TOMASO De Tomaso Drivers' Club UK (detomasodc.co.uk)								
Mangusta	67-72	260,000	185,000	135,000	110,000	4727	150	
Pantera	72-89	117,500	80,000	42,500	24,000	5763	160	
Deauville	70-88	36,000	26,000	15,000	7000	5763	150	
Longchamp	72-89	42,000	34,000	16,500	8500	5763	150	

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NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
DKW	DKW Owners' Club (dkw.org.uk)							
Sonderklasse/3=6	53-59	19,000	14,000	7000	3500	896	76	
1000SP/A Union sp	58-65	20,000	13,000	6500	3750	980	82	
1000/1000S sal/cpé	58-63	12,500	8000	3750	2000	980	80	
F102 saloon	64-66	6000	4000	1750	900	1175	84	
DODGE								
Viper RT 10/GTS	92-02	35,000	28,000	21,000	16,000	7974	165	
ELVA	Elva Owners' Club (01903 823710)							
Courier sports/cpé	58-61	27,500	22,000	12,000	6750	1498	100	
MkIII/MkIV T-type	62-69	25,000	20,000	12,500	7000	1798	110	
FACEL VEGA	Facel Vega Car Club (01621 818608)							
FV 4.5/4.8/5.4/5.8	54-59	160,000	120,000	82,500	42,500	5801	125	
HK500	59-61	160,000	120,000	90,000	44,000	6286	130	
Facel II	62-64	230,000	170,000	130,000	72,500	6286	132	
Facellia/Facel III	60-64	70,000	48,500	30,000	16,500	1647	114	
FAIRTHORPE	Fairthorpe Sports Car Club (01895 256799)							
Electron Minor	57-73	5000	3750	2250	1250	948	80	
TX-GT/S/SS coupé	67-73	5250	3500	2000	850	1998	112	
FERRARI	Ferrari Owners' Club (01485 544500)							
166MM Barchetta	48-50	3m	2.63m	2.3m	1.9m	1995	125	
166 Inter	48-51	900,000	700,000	540,000	395,000	1995	115	
212 Inter	51-52	950,000	800,000	600,000	400,000	2562	120	
340 America	51	2.7m	2.4m	2.2m	2m	4101	136	
250 Europa SI/SII	53-55	1.2m	1m	900,000	800,000	2963	126	▼
410 Superamerica	56-59	3.75m	2.85m	2.35m	2.1m	4962	165	
250GT Boano/Ellena	56-59	725,000	595,000	425,000	300,000	2953	157	
250GT Cabrio S1	57-59	4.4m	4m	3.65m	3.3m	2953	155	
250GT Berlinetta TdF	57-59	4.1m	3.75m	3.25m	2.95m	2953	143	
250GT PF coupé	58-62	375,000	295,000	230,000	150,000	2953	145	
250 Cal' Spider lwb	58-62	7.4m	6.7m	5.6m	4.5m	2953	155	
250 Cal' Spider swb	60-63	12.5m	11m	10.2m	9m	2953	149	
250GT SWB (steel)	60-63	6m	5.5m	5m	4.2m	2953	150	
250GT SWB (alloy)	59-62	11.5m	10m	9m	8m	2953	155	
250GT Cabrio Se2	60-62	1.1m	900,000	700,000	500,000	2953	160	
250GTE 2+2	60-63	330,000	250,000	192,500	140,000	2953	140	
250GTO	62-64	54m	46	40m	n/a	2953	158	
250LM	64-66	15m	13m	11m	n/a	2953	159	
250GT Lusso	62-64	1.25m	1m	800,000	650,000	2953	150	
400 Superamerica	60-64	1.85m	1.7m	1.5m	1.4m	3967	162	
500 Superfast	64-67	1.4m	1.25m	1.05m	950,000	4962	170	▼
275GTB (steel)	64-66	1.85m	1.55m	1.25m	1m	3286	150	
275GTB (alloy)	64-66	2.3m	2.1m	1.8m	1.6m	3286	150	
275GTS	64-66	1.15m	1m	900,000	790,000	3286	150	▼
275GTB/4 (4-cam)	66-68	2.65m	2.3m	2m	1.7m	3286	165	
330GT 2+2	64-67	272,500	200,000	135,000	80,000	3967	150	
330GTC	66-68	545,000	420,000	320,000	240,000	3967	150	▲
330GTS	66-68	1.5m	1.25m	1.05m	875,000	3967	150	
Dino 206GT	68-69	550,000	450,000	325,000	225,000	1987	145	
Dino 246GT	69-73	375,000	300,000	200,000	135,000	2418	150	
Dino 246GTS	72-74	479,000	375,000	275,000	175,000	2418	150	
365GT 2+2	67-71	195,000	155,000	100,000	60,000	4390	152	
365GTC	68-70	525,000	435,000	365,000	310,000	4390	155	
365GTB/4 Daytona	68-74	595,000	500,000	375,000	300,000	4390	173	▼
365GTS/4 Spider	72-73	2.5m	2m	1.6m	n/a	4390	170	▼
365GTC/4 2+2	70-72	217,500	175,000	125,000	100,000	4390	152	
365GT4 2+2	72-76	69,500	50,000	30,000	19,000	4390	150	
365GT4 BB	75-76	295,000	235,000	190,000	150,000	4390	163	
512BB	76-81	205,000	165,000	134,000	110,000	4942	163	
512BBi	81-85	190,000	160,000	130,000	105,000	4942	168	
308GT4 2+2	73-80	50,000	35,000	25,000	18,000	2926	156	
308GTB (grp)	75-77	145,000	110,000	73,500	46,500	2926	154	
308GTB/GTS	77-80	68,500	54,000	36,000	24,000	2926	155	
308GTBi/GTSi	80-82	57,500	42,500	32,000	21,000	2926	155	
308GTB qv/GTS qv	82-85	69,000	53,500	36,000	24,500	2926	155	
328GTB/GTS	85-88	77,500	60,000	46,000	33,000	3195	163	
400/400i/412i man.	76-89	60,000	45,000	30,000	19,500	4823	158	
400/400i/412i auto	76-89	43,000	32,000	21,000	12,000	4942	158	
Mondial	81-94	35,000	27,500	16,500	9500	2926	143	
Mondial cabrio	84-94	38,000	30,000	19,000	12,000	2926	146	
348/Spider	89-94	55,000	45,000	34,000	26,000	3405	170	
F355 GTB	94-99	77,500	64,000	49,000	37,500	3496	185	
F355 GTS/Spider	95-99	75,000	62,000	48,000	37,500	3496	183	
360 Modena	99-05	55,000	48,500	42,000	35,000	3586	184	
Testarossa	84-90	125,000	100,000	65,000	45,000	4942	181	
512 TR	91-94	225,000	160000	110,000	70,000	4943	193	▲
F512 M	94-96	350,000	250,000	160,000	110,000	4943	194	▲
456GT	92-98	47,500	40,000	28,500	20,000	5474	184	
456MGT	98-03	55,000	42,000	28,500	22,000	5474	185	
288GTO	84-87	3m	2.5m	2.1m	1.85m	2855	190	
F40	88-92	2.5m	2.1m	1.5m	1.25m	2936	201	
F50	95-97	3.4m	2.75m	2.4m	n/a	4698	202	
550/575M Maranello	96-06	90,000	70,000	53,000	42,500	5474	199	
Enzo	02-04	2.75m	2.3m	1.9m	n/a	5998	220	
FIAT	Fiat Motor Club (0208 372 4028)							
500 Topolino	48-55	13,000	9500	4500	2000	569	60	
600/600D	55-70	10,000	7350	3600	1400	633	66	
600 Multipla (MPV)	55-60	28,500	20,000	13,000	6750	767	59	
500/D/F/L/R	57-75	15,000	10,000	4000	2000	499	61	
1500S/1600S Osca sp	59-66	28,000	23,000	16,000	10,000	1568	105	
2300S	61-68	26,500	19,000	16,000	10,000	2280	120	
850 Coupé	65-73	9250	6250	2850	1400	903	96	
850 Spider	65-73	14,000	9000	4400	2200	903	96	
124/Special 1.2/1.4	66-73	2650	1750	850	400	1438	100	
124 Coupé	66-75	12,000	8500	3500	1250	1756	115	
124 Spider 1.4/1.6	66-74	17,500	12,000	7000	3250	1608	112	
124 Spider 1.8/2.0	75-81	15,000	10,000	5000	2000	1756	108	
124 Spider Abarth	72-75	57,500	42,000	32,000	17,500	1756	118	
Pininfarina Spider	82-85	15,750	10,750	5750	2200	1995	104	
Dino Spider 2.0/2.4	67-73	135,000	100,000	70,000	47,500	2418	130	▲
Dino Coupé 2.0/2.4	67-73	50,000	37,500	22,500	15,000	1987	122	▲
130 saloon 2.8/3.2	69-76	6250	4500	2250	1100	3235	112	
130 Coupé	72-76	20,000	14,000	7500	3600	3235	118	
127 Sport 1300	81-83	12,000	8000	4000	2000	1301	102	
128 3P coupé	75-78	9750	6000	2500	1200	1301	102	
X1/9	77-89	11,000	6750	3000	1400	1290	100	
Panda	80-96	4250	3000	1350	600	903	87	
Panda 4x4	84-92	8500	6250	3000	1400	999	83	
Strada Abarth 130TC	84-88	20,000	14,250	6250	2200	1995	117	
Coupé/Turbo	94-00	7500	5000	1750	600	1998	149	
Barchetta	95-02	6750	4250	2200	1000	1747	118	
FORD	AVO OC (01527 542251); RS OC (0118 984 1583); Capri Club Intl (01386 860860); Sporting Escort OC (01359 231384); Mustang OC GB (mocgb.net)							
Prefect	40-53	7000	5000	2500	1250	1172	68	▼
Pilot V8	47-51	17,000	9250	5400	2600	3622	82	▼
Anglia/Popular 103E	46-59	7500	5200	2500	1350	1172	61	▼
Anglia 100E/Popular	53-62	6750	4750	2000	1100	1172	71	
Prefect 107E	59-61	7000	5000	2500	1350	997	73	
Anglia 105E	59-68	9000	6500	2950	1600	997	74	
Anglia 123E	62-68	11,000	8000	3650	2000	1197	82	
Consul MkI	50-56	10,000	7000	3000	1500	1508	73	
Zephyr Six MkI	50-56	14,000	10,000	4500	2000	2262	82	
Zephyr Zodiac	53-56	17,500	12,500	5500	2650	2262	84	
Consul MkI con	52-56	16,500	12,500	6750	4000	1508	73	
Zephyr MkI con	52-56	23,000	18,000	12,000	6750	2262	82	
Consul MkII	56-62	10,500	7200	3200	1450	1703	79	
Zephyr MkII	56-62	17,000	11,250	5000	2000	2553	88	▼
Zodiac MkII	56-62	20,000	14,000	6400	2750	2553	88	
Consul MkII con	56-62	14,000	9500	4750	2500	1703	78	
Zephyr MkII con	56-62	21,000	15,000	9000	5500	2553	88	
Zodiac MkII con	56-62	25,000	18,000	10,500	6250	2553	88	
Zephyr MkIII	62-66	13,500	9500	3500	1500	2553	95	
Zodiac MkIII	62-66	16,000	11,500	5750	2000	2553	100	▼
Zephyr 4/6 MkIV	66-72	8500	6000	2600	1200	2994	100	
Zodiac MkIV/Exec	66-72	9500	7000	3250	1400	2994	100	
Consul Classic	61-63	11,500	8000	3750	1650	1498	79	
Consul Capri	61-64	17,000	13,000	6000	2500	1340	84	
Consul Capri GT	63-64	20,000	14,000	8000	3500	1340	95	
Corsair/V4	64-70	8500	5750	2650	1250	1663	90	▼
Corsair GT/2000E	64-70	9750	6500	3000	1500	1996	100	▼
GT40	64-68	5.4m	4.6m	3.3m	2.75m	4736	198	
Mustang coupé	64-68	28,000	20,000	11,750	6250	4727	120	
Mustang fastback	65-68	38,500	28,000	16,500	8500	4727	120	
Mustang con	64-68	35,000	26,000	16,500	9000	4727	111	
Mustang GT350	65-66	240,000	200,000	125,000	100,000	4727	133	
Mustang GT500	67-70	165,000	130,000	92,000	65,000	6800	130	
Cortina MkI	62-66	11,000	7500	3500	1600	1498	82	
Cortina MkI GT	63-66	24,000	17,500	8000	3500	1498	91	
Cortina MkII	66-70	10,500	7250	3600	1500	1599	87	
Cortina MkII GT	66-70	15,000	10,000	4400	1850	1599	98	
Cortina 1600E	67-70	16,000	11,000	4750	2000	1599	98	
Cortina MkIII	70-76	10,500	7500	3600	1500	1993	101	
Cortina MkIII GT/GXL	71-76	15,000	10,000	4500	2000	1993	104	
Cortina MkIII 2000E	73-76	12,500	9000	4500	2000	1993	105	
Cortina MkIV/V	76-82	11,000	7000	3000	1350	2293	110	
Escort MkI 1.1/1.3	68-75	11,000	8000	4000	1750	1298	83	
Escort Twin Cam	68-71	62,500	48,500	35,000	22,500	1558	113	▼
Escort GT/Spt/1300E	68-75	22,000	15,000	7500	4000	1298	96	
Escort Mexico	70-75	43,000	32,500	21,000	14,000	1599	99	
Escort RS1600	70-75	70,000	50,000	38,500	27,500	1601	113	
Escort RS2000	73-74	65,000	46,000	32,500	20,000	1993	108	
Escort MkII sal	75-80	10,000	6500	2950	1250	1297	93	
Escort MkII Ghia	75-80	12,000	8000	4000	2000	1599	97	
Escort MkII Sport	75-80	21,000	15,500	7750	4000	1599	101	
Escort MkII Mexico	76-78	40,000	30,000	20,000	12,500	1593	105	
Escort MkII RS1800	75-77	85,000	67,500	45,000	35,000	1835	112	
Escort MkII RS2000	75-80	45,000	32,500	20,000	12,000	1993	109	
Escort XR3	81-83	12,750	9250	4500	1950	1597	113	
Escort XR3i	83-86	13,500	9500	4250	1750	1597	116	
Escort RS1600i	83-84	36,500	26,500	13,500	7000	1597	117	
Escort XR3i (MkIV)	86-90	10,000	7500	3000	1400	1597	116	
Escort XR3i cabrio	84-90	9500	7000	3000	1100	1597	107	
Escort RS Turbo S1	84-85	35,000	26,500	15,000	7500	1597	122	
Escort RS Turbo S2	85-90	24,000	17,500	8500	4000	1597	124	
Capri MkI 1.3/1.6	69-74	14,000	10,000	4500	2000	1599	95	
Capri GT 1.6/2.0	69-74	21,000	14,250	7500	3750	1996	107	
Capri 3000GT	70-74	27,500	20,000	10,500	4750	2994	113	
Capri 3000E/GXL	70-74	29,500	21,000	11,000	5000	2994	113	
Capri RS2600	71-74	52,500	42,500	27,500	18,500	2637	124	
Capri RS3100	73-74	59,500	46,500	27,500	18,500	3091	125	
Capri II/III 1.6/2.0	74-82	15,000	10,000	3000	1300	1993	110	
Capri II/III 3.0	74-82	27,500	19,000	9000	4250	2994	116	
Capri III 2.8i	81-87	25,000	16,000	7500	3000	2792	129	
Capri 280 Brooklands	87-88	27,000	20,000	10,000	5000	2792	129	
Consul/Granada 3.0	72-77	18,000	12,000	5000	2000	2994	113	
Granada 3.0 Coupé	74-77	18,500	12,500	5250	2200	2994	111	
Granada MkII	77-85	11,500	7500	3500	1500	2792	117	
Fiesta XR2 MkI	81-83	20,000	14,000	6750	3000	1599	106	▼
Fiesta XR2 MkII	84-89	14,500	10,500	4500	1950	1597	109	
Fiesta XR2i MkIII	89-94	12,500	9000	4000	1650	1596	116	
Fiesta RS Turbo	90-92	25,000	17,500	10,000	6000	1596	129	
RS200	85-86	160,000	130,000	100,000	75,000	1803	140	
Sierra XR4i	83-85	12,000	8500	3500	1600	2792	125	
Sierra XR4x4	85-90	11,000	7500	3200	1500	2792	127	
Sierra RS Cosworth	85-87	70,000	47,500	23,500	14,000	1993	145	
Sierra RS500	87	95,000	75,000	50,000	32,000	1993	149	
Sapphire RS Cos.	88-92	34,000	26,500	13,500	6250	1993	154	
Escort RS2000	91-96	11,000	7750	3750	1750	1998	131	▲
Escort RS2000 4x4	94-96	13,500	10,000	7250	4250	1998	130	
Escort RS Cosworth	92-96	56,000	46,500	33,000	24,000	1993	144	
Focus RS MkI	02-03	22,500	18,000	12,000	6750	1988	144	
FRAZER NASH	VSCC Frazer Nash section (01285 720483)							
Le Mans Replica	48-52	525,000	440,000	350,000	250,000	1971	115	
GILBERN	Gilbern Owners' Club (01926 512136)							
Genie	66-70	13,000	9250	4750	2200	2994	120	
Invader I/II	69-72	14,250	10,000	5000	2500	2994	116	
Invader III	72-74	16,000	11,500	5500	2850	2994	120	
GINETTA	Ginetta Owners' Club (01724 352801, membership@ginetta.org)							
G4 1.0/1.5	61-68	22,000	17,000	12,000	8000	1498	115	
G15 875/998	68-74	13,500	8250	4250	1850	998	108	
G21 1800/1800S	71-78	14,500	11,000	5250	2200	1725	120	
G33	91-93	15,000	11,000	7000	5000	3946	137	
GORDON-KEEBLE	Gordon-Keeble Owners' Club (0121 459 9587)							
GK1/IT	64-67	97,500	72,500	49,500	30,000	5395	135	
HEALEY	Association of Healey Owners (01425 480243)							
Silverstone sports	49-50	140,000	110,000	90,000	65,000	2443	107	
Abbott con	50-54	40,000	30,000	20,000	12,000	2443	100	
Tickford saloon	50-54	32,500	21,000	11,000	7000	2443	102	
HEINKEL/TROJAN	Heinkel/Trojan Club (01527 501318)							
Cabin Cruiser/200	56-65	20,000	14,750	9250	5600	198	60	▼
HILLMAN	Owners' Club (01522 823778); Imp Club (01789 414789)							
Minx Ph. I-II	39-48	6750	5250	2200	1000	1185	65	
Minx Ph. I-II con	39-48	11,000	8000	4000	2000	1185	65	
Minx Ph. III-VIIIA	48-56	6000	4000	1750	800	1390	73	
Minx Ph. III-VIIIA con	48-56	10,500	7250	3500	1600	1390	73	
Californian	53-56	8900	6000	3000	1600	1390	74	
Minx SI-IIIC	56-63	6250	4250	2000	900	1592	80	
Minx SI-IIIC con	56-62	10,500	7500	3750	1850	1494	80	
Minx SV-VI	63-67	4500	2850	1450	750	1725	81	
Husky II/III estate	58-66	6750	4750	2100	1100	1390	74	
Super Minx SI-IV	61-66	5500	3500	1650	800	1725	86	
Super Minx con	62-64	8500	6000	2900	1500	1592	84	
Imp	63-76	6250	4000	1850	900	875	81	
Imp Californian	67-70	6750	4500	2200	1000	875	81	
Husky (Imp)	66-70	6400	4200	1900	1000	875	80	
Hunter GLS	72-76	20,000	14,000	6500	3000	1725	110	
Avenger GT/GLS	71-81	12,500	9000	4500	2000	1598	98	
Avenger Tiger	72-73	16,500	11,000	6000	3000	1599	100	
HONDA	Honda S800 Sports Car Club (0121 444 2988)							
S800 coupé	66-70	23,000	16,500	10,500	5500	791	96	
S800 sports	66-70	29,500	20,500	14,500	8750	791	96	
CRX 1.6i/V-TEC	86-91	10,000	7000	3000	1400	1595	125	
NSX 3.0	90-02	72,500	55,000	37,500	26,500	2977	158	
Beat	91-95	4750	3000	1500	900	656	84	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Integra Type R DC2	98-01	19,500	14,000	7000	3500	1787	143	
S2000 (AP1)	99-09	14,000	11,500	6000	3250	1997	147	
HRG								
1100/1500	38-56	60,000	46,500	32,000	22,500	1496	81	
HUMBER	Post-Vintage Humber Car Club (01604 404363)							
Hawk MkI-VI	49-57	7500	5500	2500	1200	2267	80	
Hawk SI-IV	57-68	7500	5000	2350	1150	2267	86	
Snipe	45-48	9500	7500	3000	1400	2731	72	
Snipe/P'man MkI-IV	45-56	10,500	7500	3300	1500	4139	91	
Super Snipe dhc	49-52	22,000	15,000	10,000	5000	4086	80	
Super Snipe/Imperial	58-67	11,000	8000	2750	1250	2651	106	
Sceptre MkI-II	63-67	8000	5500	2400	1000	1725	90	
Sceptre MkIII	67-76	7000	4950	2000	850	1725	98	
ISO	Iso Bizzarrini Club (020 8891 6663)							
Rivolta	62-70	80,000	60,000	40,000	30,000	5359	140	
Grifo	63-74	300,000	240,000	195,000	125,000	5359	161	
Grifo 7-litre	69-74	375,000	300,000	235,000	165,000	6998	170	
Lele	70-74	45,000	26,000	15,000	7500	5736	145	
JAGUAR	Car Club (01773 741784); Drivers' Club (01582 419332); Enthusiasts' Club (0117 969 8186); XK/E-type Club Club (01584 781588)							
SS100 2½-litre	36-39	350,000	250,000	185,000	140,000	2663	94	
SS100 3½-litre	38-39	425,000	325,000	240,000	185,000	3485	104	
1½-litre	45-49	27,500	18,500	9750	4000	1776	70	
2½-litre	46-51	30,000	20,000	11,000	4750	2663	87	
3½-litre	46-51	35,000	25,000	12,750	5250	3485	92	
MkV 2½-litre con	49-51	57,500	37,500	22,500	11,750	2663	87	
MkV 3½-litre con	49-51	69,000	43,000	27,000	16,000	3485	92	
XK120 alloy rdstr	49-50	185,000	150,000	100,000	70,000	3442	132	
XK120 roadster	50-54	100,000	70,000	47,500	32,000	3442	122	
XK120 dhc	50-54	90,000	65,000	45,000	30,000	3442	122	
XK120 fhc	51-54	78,000	52,000	39,000	25,000	3442	121	
C-type	51-54	4.85m	3.85m	3.4m	2.95m	3442	144	
XK140 roadster	54-57	104,000	72,500	47,500	30,000	3442	126	
XK140 fhc	54-57	72,500	52,500	35,000	22,500	3442	125	
XK140 dhc	54-57	100,000	71,000	42,500	29,000	3442	125	
D-type	54-57	6m	5.25m	4.1m	3.75m	3442	160	
XK150 roadster	58-60	102,500	72,500	42,500	27,500	3781	130	
XK150 fhc	57-61	70,000	48,000	30,000	19,500	3781	128	
XK150 dhc	57-61	99,000	65,000	39,000	26,000	3781	127	
XK150S 3.4 roadster	58-60	145,000	97,500	70,000	52,000	3442	130	
XK150S 3.4 fhc	58-60	90,000	65,000	45,000	35,000	3442	129	
XK150S 3.4 dhc	58-60	122,000	87,500	62,500	44,000	3442	130	
XK150S 3.8 roadster	59-60	188,000	145,000	115,000	82,500	3781	136	
XK150S 3.8 fhc	59-60	102,000	75,000	52,500	42,000	3781	132	
XK150S 3.8 dhc	59-60	160,000	120,000	90,000	65,000	3781	130	
MkVII-MkIX	51-61	32,000	21,000	10,000	4000	3442	105	
MkX/420G	61-70	22,200	15,000	7000	3000	4235	120	
Mk1 2.4	55-59	27,500	18,500	9500	3500	2483	96	
Mk1 3.4	57-59	40,000	26,500	15,000	8500	3442	120	
Mk2 2.4	59-67	20,000	13,000	7500	2650	2483	96	
Mk2 3.4	59-67	35,000	25,000	10,000	4000	3442	114	
Mk2 3.8	59-67	50,000	30,000	14,000	5000	3781	121	
S-type sal	63-68	22,500	15,000	7250	3250	3781	121	
240	67-68	21,500	14,000	6000	2500	2483	105	
340	67-68	27,500	20,000	9000	4000	3442	123	
420	66-68	14,500	9500	4250	1750	4235	123	
E-type 3.8 rdstr (ff)	61-62	142,000	97,500	80,000	60,000	3781	145	
E-type 3.8 cpé (ff)	61-62	107,500	87,500	72,500	50,000	3781	145	
E-type 3.8 roadster	62-64	130,000	90,000	65,000	40,000	3781	145	
E-type 3.8 coupé	61-64	100,000	73,000	52,500	32,500	3781	145	
E-type 4.2 S1 rdstr	64-67	127,500	85,000	61,000	39,000	4235	145	
E-type 4.2 S1 coupé	64-67	92,000	64,000	45,000	29,000	4235	145	
E-type S1 2+2	66-67	58,000	42,000	22,500	13,000	4235	136	
E-type S1½/S2 rdstr	67-70	80,000	60,000	40,000	25,000	4235	145	▼
E-type S1½/S2 fhc	67-70	60,000	45,000	30,000	18,000	4235	145	▼
E-type S1½/S2 2+2	67-70	46,000	30,000	20,000	10,000	4235	136	▼
E-type V12 roadster	71-75	72,500	52,500	32,000	18,000	5343	150	▼
E-type V12 fhc 2+2	71-74	47,500	35,000	22,000	10,500	5343	150	▼
XJ6 2.8 Series 1	68-73	10,000	6750	2500	1000	2791	117	
XJ6 4.2 Series 1	68-73	15,500	10,000	3750	1250	4235	124	
XJ12 Series 1	72-73	16,000	10,500	4500	2000	5343	140	
XJ6 Series 2	73-79	12,000	7500	3000	1000	3442	117	
XJ6 Series 3	79-86	10,000	6000	2500	950	4235	125	
XJ12 Series 2-3	75-93	13,000	8750	3750	1500	5343	146	
XJ6 Coupé	75-78	22,500	13,000	6500	3250	4235	120	
XJ12 Coupé	75-78	30,000	15,000	7500	3750	5343	143	
XJR 3.6/4.0 sal	88-94	11,000	7000	3500	1600	3980	142	
XJ12 (XJ81) sal	93-94	10,000	6500	2850	1350	5994	155	
XJR X300 sal	94-97	12,000	8000	2850	1200	3980	155	
XJ12 X300 sal	94-97	8500	6250	3000	1500	5994	155	
XJ-S manual	75-80	27,500	20,000	10,000	6000	5343	154	
XJ-S V12 auto	75-91	12,500	7750	3250	900	5343	150	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
XJ-S 3.6	83-89	9500	6000	2750	1000	3590	141	
XJ-SC 3.6 cabrio	83-87	11,500	8000	3850	1750	3590	134	
XJ-SC V12 cabrio	85-88	15,000	10,000	4800	2000	5343	150	
XJ-S V12 con	88-91	18,500	11,750	5250	2250	5343	150	
XJS V12	91-96	16,000	10,500	4950	2000	5994	161	
XJS V12 con	91-96	20,000	14,000	6000	2650	5994	160	
XJR-S	88-93	24,000	16,000	8500	3650	5993	158	
XJS 4.0	91-96	12,000	8250	3600	1650	3980	138	
XJS 4.0 conv	92-96	20,000	12,000	6500	3400	3980	138	
XJ220	89-92	350,000	300,000	215,000	200,000	3498	212	
XK8 4.0 fhc	96-02	7750	5250	2400	1200	3996	155	
XK8 4.0 con	96-02	9750	6850	3650	1850	3996	155	
XJR (X308) sal	97-03	9000	6000	2500	1000	3996	155	
XKR 4.0 fhc/con	98-02	11,250	7500	3600	1900	3996	157	
JEEP								
Cherokee	92-01	12,000	7500	2800	800	3960	107	
JENSEN	Jensen Owners' Club (01625 525699); Jensen Club (01296 614072)							
541/R/S	54-63	54,000	40,000	22,500	13,000	3993	123	
C-V8	62-65	52,000	40,000	20,000	11,000	6276	143	▼
Interceptor MkI	67-69	52,500	37,500	18,500	8500	6276	140	▼
Interceptor II-III	70-75	46,500	32,500	14,500	7250	6276	140	▼
FF	67-71	115,000	77,500	55,000	34,000	7212	141	
Interceptor SP	71-73	48,500	35,000	15,500	7750	7212	144	▼
Interceptor con	74-76	64,000	46,000	28,500	16,000	7212	140	
Jensen-Healey/GT	72-76	15,000	10,500	5000	2000	1973	120	
JOWETT	Jowett Car Club (01245 256944); Jupiter Owners' Auto Club (01394 385709)							
Javelin	47-54	11,000	7500	3500	1500	1486	77	
Jupiter	50-54	28,000	22,000	15,000	8000	1486	85	
LAGONDA	Lagonda Club (01252 845451)							
2.6-litre	48-53	46,000	30,000	20,000	9500	2580	90	
2.6-litre con	49-53	72,000	55,000	30,000	18,000	2580	90	
3-litre	53-57	58,500	38,500	26,500	12,500	2922	100	
3-litre con	53-57	86,500	62,500	36,000	21,000	2922	100	
Rapide	61-64	125,000	90,000	60,000	37,500	3995	135	
Saloon 'Wedge'	76-87	70,000	47,500	26,500	18,000	5340	140	
LAMBORGHINI	Lamborghini Owners' Club UK (lamborghiniclubuk.com)							
350GT/400GT Inter	64-67	510,000	430,000	340,000	250,000	3497	147	
400GT 2+2	67-68	275,000	220,000	180,000	150,000	3929	150	
Miura P400	66-69	1.4m	1.15m	850,000	600,000	3929	170	
Miura 400S	69-71	1.6m	1.3m	1m	675,000	3929	172	
Miura SV	71-75	3.3m	2.6m	2m	n/a	3929	175	
Islero	68-70	230,000	175,000	135,000	105,000	3929	160	
Jarama	70-78	115,000	80,000	59,000	40,000	3929	162	▼
Espada I	68-70	135,000	97,500	65,000	37,500	3929	154	▼
Espada II/III	71-78	107,500	78,500	53,000	30,000	3929	154	
Urraco P250	73-74	72,500	52,000	30,000	20,000	2463	148	
Urraco P300	75-76	82,500	62,000	35,000	22,500	2997	158	
Jalpa	82-86	75,000	50,000	30,000	22,000	3485	153	
C'tach LP400 'Peri'	74-76	975,000	785,000	650,000	500,000	3929	192	
Countach LP400	76-78	450,000	350,000	265,000	185,000	3929	192	
C'tach LP400S	78-82	395,000	325,000	240,000	165,000	3929	164	
Countach 5000	82-90	400,000	310,000	225,000	160,000	5167	179	▲
Countach 25th Anni	89-90	300,000	240,000	185,000	140,000	5167	179	▲
Diablo	91-01	170,000	140,000	105,000	75,000	5707	202	
Diablo VT	93-01	190,000	160,000	120,000	95,000	5707	200	
LANCHESTER	Daimler & Lanchester Owners' Club (07000 356285)							
Ten (LD10)	46-51	7500	5000	2400	1200	1287	69	
LANCIA	Lancia Motor Club (lanciamotorclub.co.uk)							
Aprilia saloon	37-49	25,000	18,000	10,000	5000	1486	80	
Appia saloon	53-63	15,000	10,000	5250	2600	1089	80	
Aurelia B10/21/22	50-55	25,000	19,000	12,000	6000	1754	90	
Aurelia B20GT	53-58	130,000	95,000	67,500	48,500	2451	113	
Aurelia B24 Spider	55-56	700,000	560,000	500,000	450,000	2451	115	
Aurelia B24 conv	57-58	260,000	200,000	152,000	110,000	2451	108	
Flaminia saloon	57-70	10,000	7000	3750	1750	2458	100	
Flaminia coupé	59-67	47,500	34,000	20,000	13,000	2775	112	
Flaminia GT/GTL/3C	59-67	75,000	57,500	40,000	25,000	2775	115	
Flaminia convertible	59-67	140,000	92,500	64,000	45,000	2775	110	
Flaminia Sport Zag	59-67	285,000	210,000	155,000	105,000	2775	130	
Flavia saloon	61-70	12,000	7750	3250	1500	1488	105	
Flavia coupé 1.5/1.8	62-68	25,000	17,500	8000	4000	1800	112	
Flavia Sport Zagato	63-67	54,000	42,500	30,000	16,500	1800	120	
Flavia 2000 saloon	70-74	13,500	8500	4000	1600	1991	110	
Flavia 2000 coupé	69-73	16,750	12,000	6250	2750	1991	115	
Fulvia Berlina	63-73	6750	4000	1750	800	1216	100	
Fulvia coupé	65-76	20,000	15,000	6500	2750	1298	96	
Fulvia Sport Zagato	68-72	34,000	24,000	16,000	8250	1298	109	
Fulvia HF SI/SII	68-72	48,000	34,000	20,000	12,500	1584	115	
Stratos	72-74	525,000	440,000	350,000	260,000	2418	130	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Beta sal	72-81	6500	4250	1750	650	1995	118	
Beta Coupé 1.6/2.0	73-84	7500	5000	2100	900	1995	114	
Beta Coupé Volumex	83-84	11,000	7750	3500	1500	1995	126	
Beta Spider 1.6/2.0	75-82	11,000	7750	3000	1400	1995	114	
Beta HPE	75-85	8250	5750	2900	1100	1995	116	
Beta HPE Volumex	83-85	12,000	8000	3750	1750	1995	116	
Montecarlo	75-84	25,000	18,000	9000	4000	1995	120	
Gamma	76-84	5500	3500	1650	750	2484	121	
Gamma Coupé	76-84	10,000	7000	3200	1300	2484	121	
Rally 037 Stradale	82-83	495,000	420,000	325,000	275,000	1995	128	
Delta S4 Stradale	85-87	325,000	250,000	175,000	n/a	1759	140	
Delta HF Turbo	84-90	12,000	8000	3750	1750	1585	121	
HF Integrale	87-91	33,500	24,000	13,000	6750	1995	134	
Integrale Evo 1	91-93	65,000	50,000	32,000	16,000	1995	135	
Integrale Evo 2	93-95	88,000	67,500	42,000	20,000	1995	136	
LAND ROVER	Series I Club (01363 82666); SII Club, PO Box 251, Barnsley S70 5YN							
Series I 80in	48-53	43,000	27,500	14,000	5750	1595	60	
Series I	53-58	32,000	18,000	8000	2000	1997	60	
SII/IIA 2.2/2.6 88in	58-71	22,500	12,500	5000	1600	2286	69	
SII/IIA 2.2/2.6 109in	58-71	24,000	13,500	5500	1750	2625	75	
SIII 2.2/2.6/3.5	71-85	20,000	12,000	3600	1250	2625	73	
SIII Stage 1 V8	79-83	22,000	13,500	5500	1950	3528	86	
Defender	84-90	14,500	10,000	3650	1750	2495	77	
Defender V8	85-90	20,000	13,500	5750	2400	3528	86	
Defender Tdi	90-98	19,000	12,000	5500	2000	2495	80	
Defender Td5	98-07	22,500	14,500	6000	3000	2495	85	
Range Rover 2dr	70-72	42,000	32,000	18,000	8500	3528	96	
Range Rover 2dr	73-78	36,000	25,000	13,000	5000	3528	99	
Range Rover	78-89	25,000	16,000	4500	1250	3528	106	
Range Rover 3.9SE	89-96	18,500	10,000	4000	1000	3947	108	
Range Rover 4.2LSE	92-95	28,000	20,000	7000	2400	4192	110	
LEA-FRANCIS	Lea-Francis Owners' Club (01865 407515)							
14hp/14/70 saloon	46-54	12,000	8500	4650	2000	1767	75	
14hp/2½-litre Sports	50-53	45,000	28,000	20,000	12,000	2496	100	
LOTUS	Club Lotus (01362 694459); Historic Lotus Register (01293 871541); Lotus DC (01926 859918); Lotus 7 Club (07000 572582); Lotus Cortina Register (01923 776219)							
Elite	57-63	77,500	62,500	44,000	26,000	1216	113	
Seven SII	60-68	33,000	22,000	14,000	9000	1098	92	
Super Seven 1.3-1.6	61-69	35,000	25,000	16,000	11,000	1498	103	
Seven SIII 1.3/1.6	68-70	27,000	19,500	13,000	8250	1599	108	
Seven S4	69-73	16,000	11,500	7000	3500	1599	108	
Lotus Cortina MkI	63-64	64,000	49,000	33,000	25,000	1558	108	
Lotus Cortina MkI	64-66	56,000	42,500	28,000	20,000	1558	107	
Cortina II Lotus	67-70	32,000	26,000	17,500	11,500	1558	102	
Elan S1 dhc	62-64	37,500	29,000	20,000	13,000	1558	119	▼
Elan S2-S3 dhc	64-68	33,500	25,000	16,000	10,000	1558	120	
Elan S4 dhc	68-71	29,500	22,000	14,000	9250	1558	120	▼
Elan S3/S4 cpé	66-71	27,000	20,000	12,000	7250	1558	123	▼
Elan Sprint con	71-73	45,000	35,000	24,000	15,000	1558	121	▼
Elan Sprint Coupé	71-73	37,000	28,000	20,000	12,500	1558	121	▼
Elan Plus 2	67-74	27,500	19,500	10,000	5750	1558	121	
Europa S2	67-71	17,500	12,500	6850	4250	1470	110	
Europa TC/Special	71-75	28,000	18,500	11,000	6000	1558	123	
Elite, Eclat	74-82	11,000	7500	2900	1000	2174	129	
Esprit S1	76-78	40,000	31,000	22,000	15,000	1973	124	
Esprit S2	78-81	29,500	22,000	14,000	9000	1973	130	
Esprit Turbo	80-87	37,500	26,500	14,000	8000	2174	148	
Esprit S3	82-87	26,500	20,000	11,500	6000	2174	134	
Excel	82-88	10,000	7000	3000	1500	2174	130	
Esprit X180	87-90	24,000	17,500	9250	5250	2174	135	
Esprit Turbo/SE	87-92	32,000	22,000	12,000	6750	2174	156	
Esprit S4 Turbo	93-96	39,000	29,000	15,000	8500	2174	161	
Esprit GT3	96-99	38,500	29,500	17,500	12,500	1973	163	
Esprit V8	96-04	55,000	40,000	30,000	20,000	3506	175	
Carlton/Omega	90-92	67,500	47,500	25,000	16,000	3615	177	
Elan SE turbo	89-92	9950	6750	3750	2000	1588	137	
Elan S2	94-95	10,500	7500	4500	2500	1588	137	
Elise S1	95-00	21,000	15,000	10,750	6750	1796	126	
Elise S2	00-05	17,000	13,000	10,500	8250	1796	125	
Elise 111/S	99-05	20,000	15,750	12,250	10,000	1796	132	
340R	00-02	35,000	28,500	22,000	16,000	1796	133	
Exige S1	00-02	31,000	24,000	17,000	13,500	1796	136	
MARCOS	Marcos Owners' Club (01384 561524); Club Marcos Int (01225 707815)							
GT1800	64-66	20,000	16,000	11,500	7000	1780	115	
1500/1600	66-68	22,000	17,000	12,000	7500	1598	117	
3-litre	69-72	21,750	16,000	11,000	6750	2978	120	
Mini-Marcos	65-74	8500	6500	3250	1600	1275	100	
Coupé/Mantula	81-87	14,500	10,000	6000	3500	2792	130	
Mantara	93-97	15,750	12,500	10,000	7500	3946	158	
MASERATI	Maserati Club (01494 717701)							
A6G/2000 Zag. cpé	54-57	2.6m	1.75m	1.4m	1.1m	1986	131	

NE DENOTES NEW ENTRY TO PRICE GUIDE

	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
A6G/2000 coupé	54-57	550,000	475,000	400,000	350,000	1986	131	
3500GT coupé	58-64	160,000	130,000	97,500	70,000	3485	142	▼
3500GT Spider	58-64	440,000	385,000	300,000	225,000	3485	140	▼
Sebring 3.5/3.7/4.0	62-66	150,000	117,500	90,000	52,500	3485	138	
Mistral coupé	63-70	140,000	110,000	72,500	37,500	3692	147	
Mistral Spyder	64-70	425,000	365,000	275,000	200,000	3692	147	
Quattroporte 4.1/4.7	63-71	60,000	40,000	25,000	15,000	4136	130	
Quattroporte III	79-90	20,000	13,000	6500	3500	4930	122	
Mexico	65-72	95,000	70,000	42,000	27,500	4719	150	
Indy	66-74	62,500	49,000	34,000	24,000	4719	156	
Ghibli 4.7	67-70	185,000	150,000	90,000	59,000	4719	155	▼
Ghibli Spyder	69-71	475,000	400,000	350,000	275,000	4719	154	▼
Ghibli 4.9 SS	70-73	225,000	175,000	110,000	70,000	4930	172	▼
Ghibli SS Spyder	71-72	575,000	500,000	425,000	360,000	4930	170	▼
Bora 4.7/4.9	71-79	167,500	130,000	85,000	45,000	4719	160	
Merak	72-75	42,500	30,000	20,000	12,000	2965	135	
Merak SS	76-83	57,500	42,500	25,000	15,000	2965	147	
Khamsin	74-82	130,000	98,500	65,000	40,000	4930	151	
Kyalami 4.1/4.9	76-83	57,500	45,000	28,500	15,000	4930	150	
Biturbo 220-425	81-88	10,000	6000	2500	1200	2491	138	
Biturbo Spyder	84-94	13,250	8500	4000	2000	2491	138	
Ghibli II	94-97	17,500	12,000	5750	2850	2790	155	
Quattroporte IV	94-01	10,500	8000	5000	2650	2790	158	
3200GT	98-01	15,000	10,500	6500	4500	3217	180	
4200GT	02-07	14,500	10,500	6750	4750	4244	177	

MATRA

Matra Enthusiasts' Club (01892 652964)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Bagheera	73-79	13,000	8000	3500	1250	1442	102	▲
Murena	80-83	14,000	9000	4000	1500	2155	121	

MAZDA

mazdarotaryclub.com; MX-5 Owners' Club (mx5oc.co.uk)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Cosmo 110S	67-72	90,000	65,000	40,000	25,000	982	125	
RX7	78-86	15,000	10,000	4500	1250	2292	119	
RX7 S2	86-91	7000	4750	2250	900	2254	140	
RX7 S3	92-95	8000	6500	4000	2000	2608	156	
MX-5	90	6000	4000	1850	1000	1597	121	
MX-5	91-97	4750	3000	1250	500	1839	123	

McLAREN

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
F1	93-98	16.9m	15.8m	15m	13.5m	6064	240	

MERCEDES-BENZ

M-Benz Club Ltd (07071 818868); M-Benz Owners' Assoc. (01892 860922)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
500K Cabrio A/B/C	34-36	1.25m	1m	700,000	450,000	5016	102	
500K Sports/Rdster	34-36	3m	2.5m	1.95m	1.3m	5016	102	
540K coupe	36-39	500,000	400,000	300,000	200,000	5401	104	
540K Cabrio A	36-39	1.9m	1.4m	1m	900,000	5401	101	
540K Cabrio B/C	36-39	1.1m	875,000	600,000	450,000	5401	100	
540K Special Rdster	36-39	5.75m	4.85m	4m	3m	5401	106	
180/190 Ponton sal	53-62	16,500	11,500	5500	2500	1897	87	
219/220S Ponton sal	56-59	19,500	14,000	6750	3500	2195	101	
220S/SE cabrio	56-60	110,000	75,000	45,000	26,500	2195	101	
220S/SE coupé	57-60	54,000	37,500	23,500	15,000	2195	101	
300A/B/C/D sal	51-62	56,500	36,500	20,000	10,000	2996	101	
300 cabrio D	57-62	200,000	145,000	90,000	50,000	2996	100	
300S cab/rdstr	52-55	420,000	325,000	240,000	160,000	2996	112	
300Sc cab/rdstr	55-58	600,000	450,000	325,000	225,000	2996	112	
300Sc coupé	55-58	360,000	290,000	220,000	150,000	2996	112	
300SL Gullwing	54-57	1.45m	1.15m	950,000	750,000	2996	145	
300SL roadster	57-63	1.4m	1.1m	800,000	625,000	2996	130	
190SL roadster	55-63	122,000	86,000	56,500	38,500	1897	109	
190/200 Fintail sal	61-68	13,000	9500	4000	1750	1988	90	
220/230 Fintail sal	59-68	16,500	11,500	5250	2250	2281	100	
300SE/L Fintail sal	61-65	30,000	20,000	8500	3250	2996	109	
220SEb coupé	61-65	42,500	30,000	16,000	9500	2195	107	▼
220SEb cabrio	61-65	100,000	65,000	35,000	19,500	2195	107	▼
300SE coupé	62-67	65,000	46,500	27,500	17,500	2996	110	
300SE cabrio	62-67	155,000	120,000	70,000	47,500	2996	109	
230SL sports	63-67	87,500	62,500	34,000	21,000	2306	121	
250SL sports	67-68	92,500	65,000	36,000	23,000	2496	121	
280SL sports	67-71	115,000	75,000	40,000	26,000	2778	121	
600 saloon	64-81	100,000	75,000	43,000	25,000	6330	120	
250/280S/SE sal	65-72	19,500	13,000	5500	2250	2778	116	
250SEC/280SEC cpé	65-69	55,000	37,500	22,200	13,500	2778	116	
250/280SE cab	65-69	125,000	90,000	44,000	24,000	2778	116	
280SE cpé (low grille)	70-72	50,000	35,000	20,500	13,000	2778	116	
280SE cab (low grille)	70-72	100,000	77,500	40,000	22,500	2778	116	
280SE 3.5 coupé	69-71	100,000	75,000	39,500	25,000	3499	127	
280SE 3.5 cabrio	69-71	240,000	182,500	130,000	95,000	3499	127	
300SE/SEL sal	65-69	22,000	14,000	6000	2500	2996	115	
280/300SE/SEL 3.5	69-72	25,000	16,500	7500	3500	3499	128	
300SEL 6.3 saloon	67-72	50,000	37,000	22,500	10,000	6329	132	
200/220/230.4 sal	67-76	12,000	7500	3250	1250	2197	105	
230.6/250/280 sal	67-76	12,500	8000	3500	1400	2746	125	
250CE/280CE coupé	68-76	18,000	12,000	6000	2500	2746	125	
280/350/380/420SL	71-89	29,500	19,000	7500	2750	4196	130	
500/560SL sports	82-89	38,500	24,000	10,000	3750	5547	142	
300SL (R107)	85-89	35,000	22,000	9500	3750	2962	124	
350/380/450SLC cpé	71-81	22,500	14,000	5000	1750	4520	137	
280S/SE sal	72-80	12,000	7500	3250	1250	2746	118	
350/450SE/SEL sal	72-80	17,500	12,000	5000	1600	4520	130	
200/230E sal	75-84	11,750	8000	3600	1500	2299	114	
250/280E sal	75-84	12,000	8250	3750	1650	2746	124	
230/280CE coupé	77-85	16,000	11,500	5000	2000	2746	125	
G-wagon (W460)	79-92	27,500	17,500	7500	3500	2746	102	
450SEL 6.9 sal	76-80	38,500	27,000	13,500	6750	6834	140	
280SL-SL320 (R129)	89-01	14,000	9000	3600	1600	2960	142	
500SL/SL500 (R129)	89-01	17,500	11,250	4750	2300	4973	155	
600SL/SL600 (R129)	92-01	26,500	18,500	7750	3750	5987	155	
380/420/500SEC	81-91	19,000	13,000	6000	2000	4973	138	
560SEC	86-91	21,000	14,500	8000	3000	5547	151	
300SE-500SE sal	80-91	9750	6250	2200	850	4973	147	
500/560SEL sal	80-91	13,000	8000	2900	1200	5547	156	
190E sal	82-92	7750	5200	1950	800	1997	119	▲
190E 2.3/2.5-16	83-92	30,000	20,000	10,000	6000	2299	143	
W124 Coupé	87-95	8500	5500	2000	650	2962	139	
E220, E320 Cabrio	91-97	18,000	12,000	5500	2650	3199	142	
W124 sal/est	84-95	8500	5000	1750	650	3199	146	▲
500E saloon	90-95	45,000	35,000	17,500	10,000	4973	155	
SLK230 Komp'	97-04	4500	2750	1000	500	2295	140	
SL55 AMG	02-08	17,500	12,500	8500	5750	5439	155	
SLR McLaren	03-10	220,000	175,000	150,000	n/a	5439	208	

MESSERSCHMITT

Owners' Club (01293 871417); Enthusiasts' Club (01483 769270)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
KR175/200	53-64	25,000	17,500	11,000	6500	191	65	
TG500 Tiger	58-61	100,000	80,000	60,000	40,000	493	75	

MG

Owners' Club (01954 231125); Octagon Club (01785 251014); Car Club (01235 555552)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
SA saloon	36-39	37,500	30,000	22,000	13,000	2322	80	
SA tourer/dhc	36-39	62,500	46,000	30,000	19,000	2322	80	
VA saloon	37-39	27,500	20,000	13,000	8000	1548	80	
VA tourer/dhc	37-39	37,500	25,000	17,500	11,000	1548	81	
WA saloon	38-39	45,000	35,000	25,000	15,000	2561	91	
WA tourer/dhc	38-39	80,000	60,000	40,000	24,000	2561	91	
TA/TC	36-49	32,000	21,000	13,000	8750	1250	78	
TD	49-53	21,500	15,000	10,000	6000	1250	80	
TF1250/1500	53-55	29,000	20,000	13,000	7000	1466	85	
YA/YB	47-53	15,000	9750	4200	1250	1250	71	
Magnette ZA/ZB	53-59	17,000	11,500	4750	2250	1489	82	
MGA Roadster	55-62	30,000	20,000	12,000	7500	1489	98	
MGA Coupé	56-62	23,500	16,000	10,000	6000	1489	98	
MGA Twin Cam Rdstr	58-60	46,500	33,000	23,000	14,500	1588	115	
MGA Twin Cam Cpé	58-60	37,000	27,000	17,500	12,000	1588	115	
Magnette III/IV	59-68	10,000	6750	2900	1350	1622	87	
1100/1300	62-71	10,000	7000	2950	1300	1275	97	
MGB roadster p/h	62-65	20,500	14,500	7500	4000	1798	103	
MGB roadster	65-67	17,000	12,000	6000	3000	1798	103	
MGB GT	65-67	15,000	10,000	4900	2250	1798	103	
MGB MkII roadster	67-71	16,250	11,000	5400	2500	1798	103	
MGB MkII GT	67-71	13,000	8400	3750	1600	1798	103	
MGB MkIII roadster	71-74	15,750	10,000	5000	2250	1798	100	
MGB MkIII GT	71-74	11,500	7750	3400	1500	1798	96	
MGB roadster	75-80	11,000	7500	3000	1250	1798	96	
MGB GT	75-80	9500	6000	2250	850	1798	104	
MGC roadster	67-69	26,500	17,500	9750	4250	2912	120	
MGC GT	67-69	24,500	15,000	7500	3650	2912	120	
MGB GT V8 chrome	73-74	24,000	14,500	7950	3750	3528	125	
MGB GT V8 rubber	74-76	20,000	12,500	6400	3000	3528	125	
Midget MkI	61-64	12,250	8250	4000	1750	948	86	
Midget MkII	64-66	11,750	8000	3650	1600	1098	90	
Midget MkIII	66-74	12,000	8000	3250	1250	1275	96	
Midget 1500	74-79	7500	5000	1650	600	1498	101	
Metro	82-90	7000	5000	2650	1400	1275	100	
Metro Turbo	83-89	13,500	9750	5000	2500	1275	110	
Montego Turbo	85-91	9000	6500	3500	1850	1994	124	
Maestro Turbo	89-91	15,500	11,500	7000	4000	1994	128	
Metro 6R4	85-86	140,000	115,000	85,000	62,500	2991	120	
RV8	93-96	19,000	14,500	10,000	6250	3946	136	
MGF/TF	95-05	3500	2000	800	375	1796	126	
ZT260 V8	03-05	11,000	7750	4750	3250	4601	155	

MITSUBISHI

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Starion Turbo	82-89	14,000	10,000	4500	2000	1997	133	
3000GT/GTO	90-01	8000	5750	2750	1250	2972	153	
Evo IV-VI	97-99	27,500	20,000	11,000	5500	1997	150	

MORGAN

Sports Car Club (01384 254480); Three-Wheeler Club (01823 277852)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
4/4 Series I	36-50	32,000	22,000	15,000	7750	1267	70	▼
Plus 4 (Vanguard)	50-53	32,500	22,500	14,000	8000	2088	85	
Plus 4 (TR)	54-69	34,000	24,000	16,000	8250	1991	96	
Plus 4 SS	61-69	60,000	45,000	27,500	18,000	2138	120	
4/4 SII/III/IV/V	54-68	26,500	19,000	12,500	7600	1498	85	
4/4 1600/CVH	68-93	22,500	18,000	10,250	6500	1597	105	
4/4 1800 (Zetec)	93-06	20,500	16,000	12,000	7750	1796	106	
Plus 4	85-87	21,000	16,000	11,000	8000	1994	109	
Plus 4	88-00	21,000	16,500	12,000	8250	1994	115	
Plus 8	68-72	46,500	31,000	20,000	14,000	3528	125	
Plus 8	73-86	40,000	28,000	17,500	12,000	3528	125	
Plus 8 injection	84-04	32,500	24,000	15,000	10,000	3528	125	

MORRIS

Morris Register (01934 832340); Morris Minor Owners' Club (01332 291675)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Minor MM lowlamp	48-51	13,000	9000	4500	2250	918	64	
Minor MM L-L Tourer	48-51	20,000	12,500	6750	3500	918	64	
Oxford MO	48-54	7000	5000	2400	1100	1476	72	
Six	49-54	7650	5250	2500	1200	2215	86	▼
Minor MM/SII	50-56	9000	6750	2850	1100	803	63	
Minor MM/SII conv.	50-56	13,500	9000	3750	1850	803	63	
Minor SII Traveller	53-56	16,500	11,000	4600	1600	803	63	
Minor 1000	56-70	10,500	7000	3000	1000	1098	77	
Minor 1000 conv.	56-69	15,000	9500	4000	1850	1098	77	
Minor 1000 Traveller	56-71	17,000	11,500	4850	1400	1098	76	
Isis	55-58	6750	4850	2250	1000	2639	90	
Oxford/Cowley II-III	54-60	5750	3750	1650	800	1489	78	▼
Oxford V-VI	59-71	8000	5500	2250	1100	1622	80	
Marina Coupé	71-78	3500	2250	1100	550	1798	95	
Marina TC/GT	71-78	4000	2500	1300	700	1798	100	

NISSAN

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
300ZX Turbo	84-89	10,250	7000	3250	1500	2960	149	
300ZX	89-00	14,500	9500	4000	2000	2960	155	
Figaro	91	8000	5200	2000	1000	987	98	
Skyline GT-R R32	89-94	52,000	40,000	22,000	15,000	2568	155	
Skyline GT-R R33	95-99	47,500	37,500	20,000	12,500	2568	155	

NSU

NSU Owners' Club (01883 744431); Ro80 Club (01274 484091)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Prinz	58-72	9000	6000	2750	1200	598	71	
Sport Prinz coupé	59-67	9500	6750	3000	1500	598	76	
Wankel spider	64-67	15,500	11,750	6250	3500	497	95	
1000	64-72	7500	5000	2400	1200	996	80	
1200TT	67-72	18,500	12,750	8000	5000	1177	110	
Ro80	67-76	13,000	9000	4000	1250	995	108	

OPEL

Vauxhall-Opel Drivers' Club (01362 692020); Opel Manta OC (manta.club.org)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
Commodore/GS/E	67-77	10,000	6000	2650	1250	2490	121	
GT	68-73	15,500	11,000	5500	2600	1897	111	
Manta A coupé	70-75	15,000	10,000	5000	2400	1897	105	
Manta GT/E	75-88	13,500	9500	4500	2000	1979	122	
Monza cpé	78-87	12,500	8250	3600	1600	2968	128	

PANHARD

Panhard et Levassor Club GB (0161 483 8262)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
PL17 saloon	59-64	8750	6000	2750	1400	845	75	
24CT coupé	64-67	15,000	10,000	4750	2250	845	100	

PANTHER

Panther Car Club Ltd (07971 866829)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
J72	72-81	42,500	30,000	20,500	15,000	4235	115	
De Ville	74-85	65,000	42,500	32,000	24,000	5343	135	
Lima/Kallista	76-90	13,000	10,000	5000	2750	1596	98	
Kallista 2.8/2.8i/2.9i	82-90	14,500	10,750	5750	3250	2933	112	

PEERLESS/WARWICK

TR Register (01235 818866)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
GT	57-62	27,500	20,000	11,500	7000	1991	105	

PEUGEOT

Club Peugeot UK (020 8888 8772)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
203 saloon	48-60	8500	6500	3000	1350	1290	70	
403 cabrio	57-61	36,000	25,000	15,000	7500	1468	81	
204/304 saloon	65-74	4000	2750	1400	750	1288	90	
204/304 coupé	67-75	7500	5500	2500	1200	1288	90	
204/304 cabrio	67-75	11,500	8250	3650	1600	1288	88	
404 saloon	60-75	8000	5750	2850	1400	1618	90	
504 saloon	68-83	3850	2750	1350	650	1971	104	
504 cabrio	69-83	24,000	16,000	8500	4500	1971	105	
504 coupé	69-83	11,250	7750	3750	1750	1971	107	
504 V6 cabrio	74-83	28,500	19,000	11,000	5500	2664	117	
205 T16	83-85	200,000	160,000	135,000	115,000	1774	130	
205GTi 1.6	84-90	19,500	12,500	4950	1650	1580	122	
205CTI cabrio	86-92	7500	5000	2200	900	1580	120	
205GTi 1.9	87-94	24,000	15,000	6000	1900	1905	126	
309GTi	87-93	12,500	9000	4000	1500	1905	122	
106 Rallye S1/S2	94-99	9000	6250	3000	1500	1587	121	
106 GTI	96-04	7600	5400	2500	1250	1587	122	
406 Coupé	97-03	3250	2000	750	400	2946	141	

PIPER

Piper Sports and Racing Car Club, email: contact@thepiperclub.org.uk

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
GTT/P2 1.6	68-74	25,000	18,500	13,500	9500	1599	115	

PORSCHE

Porsche Club GB (01608 652911); Enthusiasts' Club (01246 279358)

	Year	Concours/ Dealer	Mint	Good	Rough	cc	Top speed	Price change
356 pre-A Gmund	49-50	1.25m	1m	725,000	625,000	1086	90	▲
356 pre-A	51-55	210,000	150,000	120,000	90,000	1488	90	▼
356 cabrio 1.3/1.5	51-55	275,000	185,000	155,000	115,000	1488	90	▲

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
356 Speedster	54-58	310,000	250,000	195,000	157,500	1488	92	▼
356 Convertible D	58-59	200,000	140,000	100,000	65,000	1488	92	▼
356A	55-59	100,000	70,000	42,000	27,000	1582	113	▲
356B/C	60-65	82,500	57,500	33,500	22,000	1582	113	
356A cabrio	55-59	150,000	107,500	75,000	48,500	1582	113	▼
356B roadster	60-61	172,000	130,000	80,000	50,000	1582	113	▼
356B/C cabrio	60-65	140,000	105,000	70,000	42,000	1582	113	▲
356A/B Carrera	55-62	450,000	330,000	260,000	200,000	1582	113	
Carrera 2	63-65	420,000	335,000	275,000	240,000	1966	125	
911 2.0	64-65	175,000	135,000	100,000	65,000	1991	131	
911/L 2.0	66-68	125,000	90,000	57,500	40,000	1991	131	
911S 2.0	66-69	165,000	125,000	85,000	60,000	1991	140	
912	65-69	59,500	43,500	27,500	17,500	1582	112	
911T	67-73	77,500	57,500	34,500	24,000	2195	131	
911E	68-73	90,000	69,000	39,500	27,500	2341	138	▲
911S 2.2	69-71	137,500	105,000	75,000	53,000	2195	144	
914-4	69-75	25,000	17,500	8000	4000	1795	112	
914-6	69-72	84,000	60,000	37,500	25,000	1991	125	
911S 2.4	71-73	160,000	115,000	80,000	57,500	2341	144	
Carrera RSL	72-73	900,000	650,000	500,000	400,000	2687	149	▲
Carrera RST	72-73	575,000	385,000	275,000	195,000	2687	149	▲
911 2.7	73-77	42,000	32,000	18,000	11,000	2687	135	
911S 2.7	73-77	55,000	42,000	27,500	17,500	2687	140	
Carrera 2.7MFI	73-77	210,000	155,000	110,000	85,000	2687	148	▲
911 Turbo (930) 3.0	75-77	160,000	125,000	100,000	72,000	2995	156	
Carrera 3.0	76-77	82,500	54,000	38,000	25,000	2994	146	
924	76-85	6000	3950	1600	750	1984	126	
924 Turbo	78-83	17,500	11,500	5750	2500	1984	144	
924 Carrera GT	80-81	70,000	55,000	37,500	26,500	1984	150	
924S/Le Mans	85-88	9250	6250	2500	1250	2479	136	
928/S/S2	77-87	26,000	18,000	10,000	3000	4664	155	
928S4	86-95	28,500	20,000	10,500	4500	4957	161	
928GT	89-92	35,000	24,000	15,000	7000	4957	168	
928GTS	91-95	56,500	42,500	25,000	12,000	5396	171	
911 Turbo (930) 3.3	77-90	145,000	110,000	75,000	47,500	3299	160	
911 Turbo Cabrio	86-90	127,500	95,000	60,000	42,000	3299	158	
911SC 3.0	77-83	60,000	46,000	27,000	15,000	2994	149	
911 Carrera 3.2	83-89	55,000	40,000	23,000	14,000	3164	158	
911 Carrera cabrio	83-89	50,000	36,000	22,000	13,500	3164	155	
Carrera Supersport	84-89	80,000	60,000	40,000	26,500	3164	158	
911 Speedster	88-89	147,500	120,000	90,000	60,000	3164	158	
959	87-88	1.1m	900,000	750,000	575,000	2994	190	▲
Carrera Club Sport	87-89	130,000	100,000	75,000	48,000	3164	154	▲
944	82-87	11,500	7400	3000	1200	2479	134	
944 Turbo	85-91	25,000	17,000	8500	4000	2479	157	
944S	86-88	12,500	8250	3500	1500	2479	140	
944S2	88-92	14,500	10,500	4400	1900	2990	149	
944S2 Cabrio	89-92	18,000	12,000	5250	2400	2990	149	
944 Turbo Cabrio	91-92	28,000	20,000	14,000	7500	2479	150	
911 (964)	89-94	67,500	50,000	30,000	20,000	3600	158	
911 Turbo (964)	90-94	140,000	110,000	75,000	40,000	3299	167	
911 Carrera RS (964)	92-94	275,000	205,000	165,000	132,500	3600	162	
968	92-95	16,500	13,000	7500	4000	2990	150	▲
968 Sport	94-95	24,000	16,500	9750	5750	2990	151	
968 Club Sport	93-95	42,000	28,500	15,750	8000	2990	154	
911 Carrera (993)	94-97	67,500	50,000	32,500	22,500	3600	160	
911 Turbo 4 (993)	95-98	165,000	130,000	90,000	60,000	3600	180	
911 Turbo S (993)	97-98	320,000	260,000	190,000	150,000	3600	182	
911 C4S/C2S (993)	95-97	97,500	77,500	52,500	32,500	3600	171	
911 Carrera RS (993)	94-95	335,000	275,000	230,000	185,000	3746	172	▼
911RS Clubsport	95-96	350,000	300,000	255,000	200,000	3746	175	▼
911 GT2 (993)	95-98	990,000	800,000	685,000	500,000	3600	187	
Boxster 2.5	96-99	6500	4650	2600	1700	2480	149	
Boxster 2.7	99-04	7500	5500	3200	1950	2687	156	
Boxster 3.2S	99-04	10,000	7000	3850	2500	3179	164	
911 Carrera (996)	97-05	24,000	17,000	10,500	6750	3387	170	
911 GT3 (996)	99-05	77,500	60,000	42,000	35,000	3600	188	▼
911 Turbo (996)	99-05	43,500	32,500	24,000	20,000	3600	189	
911 GT2 (996)	01-05	108,000	92,000	80,000	70,000	3600	198	▼
RELIANT	Sabre & Scimitar Club (020 8977 6625); Scimitar Drivers' (01453 548887)							
Sabre 4/6	61-64	11,000	8750	5750	2600	2553	110	
Scimitar SE4/a/b	64-70	16,000	10,000	4000	2000	2994	121	
Scimitar GTE SE5/5a	68-75	12,000	7750	2850	1100	2994	123	
Scimitar GTE SE6/6a	75-80	10,500	7000	2600	1000	2792	120	
Scimitar GTC	80-85	13,000	8250	3500	1600	2792	119	
Scimitar GTE SE6b	80-86	9750	6850	2650	1000	2792	122	▲
Middlebridge Scim'	88-90	30,000	24,000	16,000	10,000	2933	140	
Scimitar SS1	85-89	5000	3200	1350	550	1596	108	
Scimitar SS1 1800Ti	86-89	5900	4000	1750	800	1809	126	
RENAULT	Renault Owners' Club (renaultownersclub.com/)							
4CV	47-61	8500	6000	3600	2000	747	65	
Dauphine	54-63	9000	6000	2500	1100	845	70	▲
Dauphine Gordini	58-67	15,000	10,500	5000	2500	845	83	
Floride/Caravelle cpé	59-68	11,000	8000	3500	1600	1108	90	
Floride/Caravelle con	59-68	13,000	9000	4400	2000	1108	90	
R4	62-80	8250	5500	2250	1000	1108	72	
R8/R10	62-71	6400	4250	2000	800	1108	84	
R8 Gordini	67-70	32,500	25,000	17,000	12,000	1255	108	
16GL/DL/TS/TX	65-79	11,500	8000	3500	1500	1565	105	
5 hatch	72-84	4000	2750	1500	700	1289	96	
5 hatch	84-96	3000	2000	1000	450	1397	109	
5 Turbo 2	83-86	85,000	57,500	35,000	25,000	1397	124	
5GT Turbo	86-91	26,500	18,500	8500	4000	1397	123	
Clio Williams	94-95	24,500	16,500	8250	4000	1998	134	
RILEY	Riley RM Club (01352 700427); Riley Motor Club (01902 773197)							
RMA/RME 1½ saloon	45-55	14,000	10,500	5500	2500	1496	81	
RMB/RMF 2½ saloon	46-53	18,000	13,000	6500	3400	2443	91	▼
Roadster RMC	48-50	37,500	24,000	12,500	7750	2443	100	
RMD convertible	48-51	28,500	19,500	11,500	6750	2443	91	
2.6/Pathfinder	53-59	11,750	7500	3400	1650	2443	101	
One Point Five	57-65	10,000	7000	3000	1500	1489	85	
4/68, 4/72	59-69	11,000	7500	3250	1400	1622	88	
Elf MkI/II 848/998	61-69	8300	6400	3000	1500	998	75	
Kestrel 1100/1300	65-69	7250	5000	2250	1000	1098	87	
ROCHDALE	Rochdale Owners' Club (01364 654419)							
GT	57-61	13,500	8750	4500	2500	1172	85	
Olympic	60-73	11,750	8000	4000	2250	1489	105	
ROLLS-ROYCE	Rolls-Royce Enthusiasts' Club (01327 811788)							
Silver Ghost	07-14	1.65m	1.4m	1.1m	900,000	7428	75	
Silver Ghost	18-25	375,000	300,000	240,000	165,000	7428	78	
Phantom I/II	25-35	300,000	190,000	80,000	30,000	7668	88	
Phantom III	36-39	230,000	140,000	62,000	27,500	7340	92	
Silver Wraith 4.3/4.6	47-59	49,000	35,000	19,000	10,500	4257	92	
Silver Dawn sal	49-55	42,500	29,500	16,000	8000	4566	98	
Silver Dawn PW con	51-55	110,000	85,000	50,000	30,000	4566	98	
Silver Cloud I sal	55-59	38,000	27,000	16,500	8000	4887	101	
SCI Mulliner con	55-59	450,000	325,000	240,000	175,000	4887	101	
Silver Cloud II sal	59-62	44,000	30,000	17,500	8500	6230	115	
SCII Mulliner con	59-62	275,000	200,000	125,000	85,000	6230	112	
Phantom V/VI limo	60-77	125,000	80,000	37,500	22,000	6230	112	
Silver Cloud III sal	62-66	50,000	35,000	19,000	9000	6230	116	
SCIII MPW con	62-66	250,000	170,000	95,000	60,000	6230	116	
Shadow/Wraith	66-80	21,000	14,000	6250	2000	6750	120	
MPW/Corniche cpé	66-80	47,500	34,000	18,000	8750	6750	119	
MPW/Corniche con	67-90	70,000	47,000	26,000	15,000	6750	119	▼
Camargue	75-86	50,000	38,500	24,000	12,500	6750	115	▼
Silver Spirit/Spur	80-89	13,500	9500	4000	1350	6750	119	
Corniche II/III	87-94	63,000	47,500	35,000	19,000	6750	119	
Flying Spur	94-95	27,500	17,500	12,500	9000	6750	130	
Silver Seraph	98-01	30,000	22,500	17,500	10,000	5379	140	
ROVER	P4 Drivers' Guild (01582 572499); P5 OC (01784 25816); P6 Rover OC (01704 560929); Rover P6 Drivers' Club (01902 689975); Rover SD1 Club (08451 306230)							
P3 60	48-49	12,000	9000	4000	1750	1595	75	
P3 75	48-49	14,000	11,000	4500	2000	2103	85	
P4 75 'Cyclops'	50-52	16,000	11,500	5500	2400	2103	84	
P4 60/75/80	52-62	9250	6000	2250	800	2286	85	
P4 90	54-59	10,750	7250	2900	1000	2638	90	
P4 105R	57-58	8500	5950	2200	800	2638	91	
P4 105S/100	57-62	11,000	7500	3250	1350	2638	96	
P4 95/110	62-64	11,000	7250	3000	1100	2625	100	
P5 3-litre	58-67	13,000	7250	2850	1250	2995	107	
P5 Coupé	63-67	17,000	10,500	4750	1900	2995	108	
P5B 3½-litre	67-73	16,750	11,000	5000	2100	3528	113	
P5B 3½-litre Coupé	67-73	32,000	20,000	8750	2750	3528	115	
P6 2000/TC	63-69	8250	5000	2350	1000	1978	115	
P6 2000/2200/TC	70-77	7500	4000	1850	750	2205	112	
P6 3500	68-76	10,000	6500	2250	1100	3528	117	
P6 3500S	71-76	12,000	7750	3000	1400	3528	126	
SD1 2.0/2.3/2.6	76-86	6500	4000	1750	750	2597	117	
SD1 3500	76-86	9000	6250	2400	1200	3528	125	
SD1 VdP	80-86	10,000	7000	3000	1400	3528	126	
SD1 Vitesse	82-86	13,500	9000	4250	1850	3528	133	
SD1 Vitesse TP	85-86	24,000	17,500	8000	3250	3528	135	
Mini	90-00	9000	6400	3000	1400	1275	88	
Mini Cooper/S	91-00	13,500	9500	4200	1750	1275	97	
200 BRM LE	98-99	6000	4000	1850	900	1796	127	
75 V8	04-05	9500	7000	4500	3000	4601	150	
SAAB	Saab Owners' Club (07071 719000); Enthusiasts' Club (01942 878738)							
96 Bullnose	60-65	13,500	8750	4250	2250	841	80	
96 Longnose	65-68	13,000	8500	4000	2000	841	79	
Sport/Monte Carlo	62-66	14,500	10,000	5500	3000	841	88	
96/95 V4	67-79	10,000	7250	3500	1400	1498	93	
Sonett	67-74	16,000	11,000	5500	2750	1498	100	
99	68-84	7500	5500	2650	1200	1985	101	
99 Turbo	77-82	14,000	10,000	4750	2200	1985	125	
900 (sal)	79-93	6600	4200	1750	800	1985	106	
900 Turbo (sal/con)	79-93	11,000	8250	3250	1250	1985	133	
900 Convertible	86-93	9500	6000	2500	1000	1985	126	
SIMCA	Simca Club UK (01737 765331)							
1000/1200S coupé	62-71	16,000	11,000	5000	2000	1204	105	
SINGER	Singer Owners (01780 762740); Association of Singer Car Owners (01923 778575)							
9 Roadster/4A/4B	39-52	14,500	9750	5600	3400	1074	70	
SM Roadster/4AD	51-55	14,250	9250	4900	2850	1497	72	
Gazelle saloon	55-67	7500	5000	2250	950	1497	77	
Gazelle con	56-62	11,750	8500	4250	2000	1497	77	
Vogue I-IV 1.6/1.7	61-66	8000	5000	2200	1000	1725	91	
Chamois	64-70	6400	4250	2000	950	875	80	
Chamois coupé	65-70	7000	4750	2400	1100	875	81	
New Gazelle/Vogue	66-70	6000	4000	1650	725	1725	94	
SKODA	Skoda Owners' Club of GB (01279 815183)							
Octavia 1.1/1.2	59-64	4500	3000	1500	800	1089	75	
Felicia convertible	59-64	8500	6000	3000	1500	1221	82	
1000MB, S100	65-77	3500	2400	900	450	988	80	
S110R coupé	70-80	4850	3750	1500	750	1107	90	
Rapid coupé	84-91	3250	2500	1200	650	1289	93	
STANDARD	Standard Motor Club (01676 522181)							
Vanguard I	48-52	9750	6750	3200	1500	2088	79	
Vanguard II/III	53-58	6850	4650	1900	950	2088	79	
Vanguard Sportsman	56-58	6000	4250	2000	1000	2088	83	
V,guard Vig/Lux Six	58-63	5600	4000	1900	1000	1998	87	
Eight	53-59	5250	3600	1650	750	803	61	
Ten/Pennant	54-59	5750	4000	1900	900	948	69	
Ensign/De Luxe	57-63	5500	3850	1850	900	2138	85	
STUDEBAKER								
Avanti	62-64	36,000	27,500	19,500	13,000	4737	120	▼
SUBARU	The Subaru Impreza Drivers' Club (sidc.co.uk)							
Impreza Turbo	93-00	7500	5000	2200	950	1994	144	▲
Impreza WRX STi	97-00	12,000	8500	4000	1900	1994	150	▲
Impreza 22B	98	125,000	100,000	75,000	55,000	1994	154	▲
Impreza WRX P1	00-01	44,000	36,000	20,000	14,000	1994	150	
SVX	91-97	7500	5000	2000	1000	3300	143	
SUNBEAM	Sunbeam Talbot Alpine Register (01621 778492); Sunbeam Alpine OC 01376 342025); Tiger OC (01207 508296)							
Talbot 80	48-50	8750	5600	2500	1250	1185	72	
Talbot 80 Coupé	48-50	11,000	8000	4250	2500	1185	72	
Talbot 90 (all Mks)	48-57	10,000	6250	3000	1500	1944	90	
Talbot 90 Coupés	49-57	17,000	12,500	6000	3650	1944	90	
Alpine convertible	53-55	45,000	30,000	17,500	9000	2267	95	
Alpine I sports	59-60	17,250	11,250	5500	2400	1494	95	
Alpine II sports	61-63	13,000	9500	4400	1750	1592	101	
Alpine III sports	63-64	16,000	10,500	5250	2200	1592	100	
Alpine IV sports	64-65	12,750	9000	4000	1650	1592	92	
Alpine V sports	65-68	19,500	12,500	6500	2750	1725	100	
Harrington GT	61-63	28,000	19,000	10,000	4500	1592	105	
Tiger I	64-66	52,500	40,000	22,000	15,000	4261	120	
Tiger II	67-68	70,000	52,500	31,000	22,000	4727	125	
Rapier I-V	55-67	11,500	7500	3500	1500	1725	95	
Rapier II-IIIA con	58-63	14,500	10,000	5000	2250	1592	87	
Rapier/Alpine	67-76	7250	5000	2200	1000	1725	102	
Rapier H120	68-76	9250	6500	3000	1500	1725	106	
Imp Sport	66-76	7750	5000	2500	1200	875	90	
Stiletto	67-72	8750	6250	2750	1300	875	90	
SUZUKI	SCORE (suzuki-cappuccino.com)							
SC100	79-82	3500	2600	1600	800	970	87	
Cappuccino	92-96	6500	4250	1800	750	657	83	
SWALLOW	TR Register (01235 818866)							
Doretti	54-55	60,000	45,000	26,500	16,500	1991	102	
TALBOT	Sunbeam Lotus Owners' Club (01423 734624)							
Sunbeam 1600 Ti	79-81	12,000	7250	3500	1750	1598	107	
Sunbeam-Lotus	79-81	47,500	29,500	15,000	8500	2174	120	
TALBOT-LAGO								
T150 SS 'teardrop'	36-39	4.4m	3.7m	2.9m	2.2m	3996	115	
T26 Record Cabrio	47-50	170,000	140,000	90,000	57,500	4482	108	
TOYOTA	Toyota Enthusiasts' Club (020 8898 0740)							
2000GT	67-70	475,000	400,000	330,000	285,000	1988	128	
Crown 2600 MkI/II	71-79	6500	4500	2000	1000	2563	106	
Celica ST 1.6/2.0	70-77	22,000	15,000	8000	4000	1588	105	
Celica GT 1.6/2.0	74-77	23,500	16,500	8500	4400	1968	111	
Celica Supra 2.8i	82-85	14,000	10,000	5000	3000	2795	126	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Celica GT	85-90	4750	3000	1500	800	1998	130	▲
Celica GT-Four	86-90	8500	6250	3000	1500	1998	135	▲
MR2	84-90	11,500	7250	3000	1400	1587	124	
MR2 Mk2	90-99	9500	6500	2500	850	1998	137	
Supra	86-93	11,500	8000	3750	1750	2954	135	
Supra Turbo	88-92	16,500	11,500	5250	2400	2954	142	
Supra Turbo	93-02	25,000	16,500	8000	4000	2997	156	
Sera	90-95	4750	3000	1250	600	1496	120	

TRIDENT Trident Car Club (020 8644 9029)

Clipper V8	67-78	32,000	22,000	12,000	7000	4727	140	

TRIUMPH Club Triumph (020 8351 9544); TR Register (01235 818866); TR Drivers' Club (01452 614234); Stag Club (07071 224245); Sports Six Club (01858 434424)

Roadster 1800/2000	46-49	24,500	17,500	10,500	5750	2088	77	
1800/2000/Renown	46-54	9500	6750	3200	1600	2088	74	
Mayflower	50-53	5200	3350	1650	750	1247	65	
TR2	53-55	32,500	23,000	12,500	7500	1991	107	▼
TR3/3A 2.0/2.2	55-61	30,000	21,500	11,500	6500	1991	106	
TR4	61-65	29,000	20,000	11,000	6000	2138	109	
TR4A	64-67	31,250	22,000	12,000	6500	2138	110	
TR5 PI	67-68	50,000	39,000	24,500	16,000	2498	121	
TR6 'CP'	69-73	26,000	17,250	9750	5250	2498	119	
TR6 'CR'	73-76	22,500	15,000	8750	4500	2498	116	
TR7	75-81	6500	4200	1650	750	1998	110	
TR7 convertible	80-81	8000	5500	2400	1000	1998	109	
TR8	78-81	14,000	9000	5000	2500	3528	135	
TR8 convertible	80-81	15,000	10,000	6000	2850	3528	130	
Herald/S saloon	59-64	6250	4600	1900	950	1147	76	
Herald coupé	59-64	7500	5600	2750	1400	948	79	
Herald conv	60-61	9000	6500	2800	1300	948	79	
Herald 1200	61-70	5850	4250	1600	750	1147	80	
Herald 1200 conv	61-67	8500	6250	2500	1200	1147	80	
Herald 12/50	63-67	6850	4850	1900	950	1147	84	
Herald 13/60	67-71	5750	3750	1500	750	1296	87	
Herald 13/60 conv	67-71	9000	6400	2650	1200	1296	85	
Vitesse 1600	62-66	8500	6000	2600	1200	1596	88	
Vitesse 1600 conv	62-66	12,000	7500	3500	1500	1596	91	
Vitesse 2-litre MkI	66-68	8000	5500	2400	1100	1998	95	
Vitesse MkI conv	66-68	11,500	7250	3400	1500	1998	95	
Vitesse MkII	68-71	8750	6250	2650	1200	1998	102	
Vitesse MkII conv	68-71	14,000	9500	4000	1750	1998	100	
Spitfire 4	62-65	20,000	13,500	6500	3000	1147	94	
Spitfire Mk2	65-67	18,000	12,500	5750	2650	1147	94	
Spitfire Mk3	67-70	12,500	8000	3750	1750	1296	100	
Spitfire MkIV/1500	70-78	9500	6750	2750	1100	1493	101	
GT6 MkI	66-68	23,500	14,500	7000	3000	1998	109	
GT6 MkII	68-70	22,000	13,500	6500	2750	1998	109	
GT6 MkIII	70-74	19,250	12,000	5250	2250	1998	112	
2000 MkI	63-69	8250	6000	3000	1400	1998	98	
2000/2500 MkII	69-77	6750	5000	2250	1000	1998	98	
2.5PI/2500TC	68-77	8000	4750	2500	1200	2498	107	
2500S	75-77	11,000	6700	3000	1400	2498	108	
Stag	70-77	22,400	14,500	6000	2000	2997	117	
1300/1500 fwd	65-73	6500	4000	1650	700	1296	86	
1300TC fwd	65-70	7000	4500	1850	800	1296	93	
Dolomite 1850	72-81	7000	4650	1900	900	1854	100	
Dolomite Sprint	73-81	17,500	11,750	4200	2000	1998	117	
Acclaim	81-84	2200	1300	650	350	1335	97	

TUCKER (tuckerclub.org)

Torpedo	48	1.25m	1.1m	950,000	725,000	5474	120	

TURNER Turner Register (01895 256799)

803/950 Sports	55-59	14,000	10,000	5500	2000	948	90	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Climax	58-66	17,500	15,000	10,000	5000	1098	102	
Mark I/II/III	59-66	16,000	12,000	7250	3500	1498	100	

TVR TVR Car Club (01952 822126)

Grantura I-1800S	57-67	32,500	24,000	14,000	8500	VAR	107	
Griffith 200/400	63-65	90,000	70,000	47,500	35,000	4727	155	
Tuscan V6	69-71	30,000	21,500	14,250	9000	2994	125	
Vixen S1-4	67-73	25,000	18,500	12,500	8000	1599	107	
1600M	72-77	20,000	14,500	8000	5000	1599	105	
2500M	72-77	19,000	14,000	8250	5250	2498	109	
3000M/Taimar	72-79	21,000	15,750	9500	6000	2994	121	
3000S convertible	78-79	26,500	17,500	11,000	7000	2994	119	
Tasmin/280i fhc/con	80-87	7500	5250	2500	1250	2792	126	
Tasmin/350i inc 2+2	83-89	7000	5000	2750	1550	3528	136	
V8/350i convertible	83-89	10,000	6500	3500	2000	3528	130	
390SE	85-88	10,500	7000	4500	2400	3905	143	
400/420/450SEAC	86-91	20,000	16,000	11,000	7000	4441	165	
400/450SE	88-91	13,000	9250	6250	4250	4441	155	
S 2.8/2.9	86-92	10,500	7500	4000	2000	2922	141	
V8S	91-94	15,000	11,000	8000	6000	3943	150	
Griffith 4.0/4.3	91-93	16,000	12,000	8750	6000	4228	161	
Griffith 500	93-00	21,000	16,000	12,000	8250	4988	161	
Chimaera 4.0/4.3	93-98	15,000	10,500	6500	4500	3950	152	
Chimaera 450/500	96-03	16,500	12,500	8500	6500	4988	162	
Cerbera 4.2	96-03	22,000	16,500	10,000	7000	4280	180	
Cerbera 4.5	97-03	24,000	20,000	16,000	12,500	4441	195	
Cerbera Speed Six	00-03	20,000	16,000	12,000	9500	3948	170	
Tuscan Speed Six	99-05	24,000	21,000	17,000	13,500	3996	184	
Tamora	02-06	22,000	17,500	15,000	12,000	3605	160	
T350	02-06	27,500	22,000	16,500	13,000	3605	175	
Sagaris	04-06	66,000	59,500	50,000	n/a	3996	185	

VANDEN PLAS VdP Club, Cherry Trees, Llandyfaelog, nr Kidwelly, Dyfed SA17 5PS

4-litre Princess	57-68	12,000	8000	3750	1650	3995	89	
3-litre I/II	59-64	12,500	8750	3850	1600	2912	105	
4-litre R	64-68	15,000	9500	4000	1750	3909	110	
Princess 1100/1300	63-74	7400	4950	2400	1100	1275	87	
1500/1.5/1.7	74-80	6000	4000	1750	800	1748	90	

VAUXHALL Vauxhall-Opel Drivers' Club (01362 692020); Droop Snoot Grp (0118 981 5238)

Wyvern/Velox L sal	48-51	9500	6500	2950	1450	2275	75	
Wyvern/Velox E	51-57	13,500	9500	3600	1650	2262	82	
Cresta E	54-57	14,000	10,000	4650	2000	2262	84	
Velox/Cresta PA	57-62	20,000	13,000	5750	2400	2651	94	
Victor F	57-61	10,000	6500	2500	1200	1507	74	
Victor FB	61-64	6500	4600	2000	950	1594	77	
VX4/90 FB	61-64	7500	5200	2600	1250	1507	88	
Velox/Cresta PB	62-65	7250	5000	2200	950	2651	94	
Victor 101 FC	64-67	5250	3750	1800	900	1594	83	
VX4/90 FC	64-67	6750	4500	2250	1100	1594	89	
Cresta PC/Viscount	65-72	6500	4400	2000	950	3293	99	
Victor FD 1.6/2.0	67-72	4000	2650	1300	650	1975	95	
VX4/90 FD	69-72	6500	4250	2000	1000	1975	98	
Ventora FD	68-72	5750	3750	1750	850	3294	105	
Victor FE 1.8/2.3	72-78	3400	2100	1000	550	2279	100	
VX4/90 FE	73-76	4500	3000	1500	750	2279	104	
Ventora FE	72-76	4500	3000	1500	800	3294	106	
Viva HA	63-66	6000	4500	2200	1050	1057	76	
Viva HB	66-70	6500	4500	2000	1000	1159	82	
Viva HB GT	68-70	7500	5500	2750	1500	1975	101	
Viva HC	70-79	5650	3750	1750	800	1256	83	
Firenza/Magnum	72-78	7750	5500	2400	1100	VAR	100	
Firenza Droopsnoot	74-75	16,000	12,000	6500	3750	2279	119	
Chevette 2300HS	78-80	32,500	25,000	16,500	10,000	2279	117	
Chevette HSR	79-80	62,000	49,500	32,000	22,000	2279	125	

NE DENOTES NEW ENTRY TO PRICE GUIDE	Year	Concours/ Dealer	Private sale			cc	Top speed	Price change
			Mint	Good	Rough			
Astra GTE MkI	83-84	27,500	20,000	10,000	6500	1796	110	▲
Astra GTE MkII	84-91	16,000	11,750	6000	2850	1998	134	
Nova GTE	88-90	19,000	13,750	8250	4850	1598	119	
VX220	00-05	14,000	11,000	7500	5000	2198	137	
VX220 Turbo	03-05	17,000	13,500	10,500	9000	1998	151	

VOLKSWAGEN VW Owners' Club, PO Box 7, Burntwood, Walsall, Staffs WS7 8SB

Beetle (split)	46-53	30,000	19,000	12,500	7500	1131	66	
Cabrio	49-53	40,000	28,500	18,500	10,000	1131	66	
Beetle (oval)	53-57	21,000	14,500	8500	4750	1192	69	
Cabrio	54-58	27,000	18,500	11,500	7000	1192	66	
Beetle 1200/1300	57-68	15,000	9750	4400	1850	1192	72	
Cabrio	58-67	20,000	14,000	6750	3400	1192	72	
Beetle 12/13/1500	68-78	12,500	8500	3400	1100	1493	81	
Cabrio	67-70	16,500	11,500	5750	3000	1493	81	
Beetle 1302/1303	70-75	9250	6250	2750	1000	1584	84	
Cabrio 1302S/1303S	70-80	13,000	9000	4500	1750	1584	82	
Karmann-Ghia cpé	55-74	21,000	14,000	6000	2750	1584	92	
Karmann-Ghia con	58-74	27,500	17,500	8500	4500	1493	87	
Karmann-Ghia T-34	62-69	24,000	15,000	6500	3250	1584	87	
Kombi/Camper	50-67	57,500	37,500	15,000	8250	1493	65	
Camper T2 (Bay)	68-71	26,000	15,500	8250	3750	1584	79	
Camper T2 (Bay)	72-79	23,500	13,500	6500	2750	1970	79	
1500/1600 Type 3	61-73	12,000	8500	3750	1500	1584	87	
411L/E, 412 1.7/1.8	68-74	7250	5000	2400	1200	1795	90	
Scirocco MkI	74-81	13,000	8500	3950	1800	1470	114	
Scirocco MkII	82-92	6750	4750	2250	1100	1781	130	
Golf GTI MkI	75-84	25,000	16,750	7000	2750	1781	116	
Golf GTI MkII	84-91	22,000	15,000	6250	2000	1781	123	
Golf convertible	80-93	14,000	10,000	4000	1600	1781	116	
Golf GTI MkIII	92-97	6900	4600	2500	900	1984	134	
Golf MkIII VR6	92-97	7250	5000	2650	1200	2792	138	
Polo G40	91-94	6750	5000	2500	1250	1272	119	
Corrado	90-95	5500	3750	1650	800	1781	132	
Corrado G60	90-92	11,500	8000	3500	1400	1781	140	
Corrado VR6	92-95	15,000	10,750	4500	1650	2861	146	

VOLVO Volvo Owners' Club (01705 381494); Enthusiasts' Club (01872 400039)

PV544 1.6/1.8	59-65	16,000	11,500	5750	2650	1778	95	
121/122/122S 4dr sal	55-67	12,000	8250	2500	900	1778	95	
131/132 2dr sal	61-70	12,500	8500	3250	1250	1778	96	
123GT 2dr sal	67-68	19,000	13,000	6000	3000	1778	108	
P1800	61-72	32,500	24,000	11,000	4500	1778	105	
P1800ES	71-73	27,500	20,000	10,000	4000	1986	111	
144/164 sal/est	67-74	9500	6400	2850	1300	2979	115	
244/264 sal/est	74-79	8500	6000	2650	1250	2127	106	
262C coupé	78-81	12,500	8500	4000	1600	2849	109	
240 sal/est	79-93	8500	5600	2500	950	2316	111	
480	85-95	3000	2000	1000	450	1721	112	
480 Turbo	88-95	4000	2750	1250	650	1721	123	
740/760 Turbo	86-92	6750	4750	2200	1000	2316	125	
940 Turbo sal/est	90-96	6000	4000	1850	850	2316	127	
T-5R/850R	95-97	15,000	11,000	5000	2250	2319	155	
V70R	97-00	9500	6750	3000	1500	2319	153	

WOLSELEY Wolseley Register (0161 368 2388, wolseleyworld.com)

6/80	48-55	10,500	6750	3000	1500	2215	81	
4/44 & 15/50	52-58	12,000	9000	4000	2000	1489	78	
6/90 SI-III	54-59	9500	6250	3000	1500	2639	96	
1500	57-65	8500	6250	2750	1200	1489	77	
15/60, 16/60	59-71	10,250	6900	3000	1300	1622	78	
6/99, 6/110 SI/II	59-68	12,000	8500	4000	1650	2912	98	
Hornet SI-III	61-69	8000	6200	2850	1400	998	77	
1100/1300	65-73	6500	4250	2000	1000	1098	84	
18/85, Six	67-75	8000	5000	2200	1000	2227	104	

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